

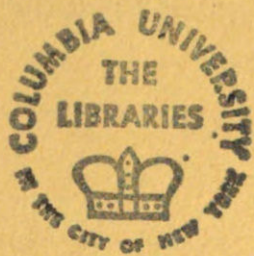
URBAN RENEWAL PLAN
SOUTHWEST URBAN RENEWAL PROJECT AREA C

A Report of Existing Conditions
and
A Plan for Urban Renewal

Adopted on April 5, 1956
by the
National Capital Planning Commission

NATIONAL CAPITAL PLANNING COMMISSION
Interior Building, Washington, D. C.

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I. M. FRI AND ASSOCIATES

NATIONAL CAPITAL PLANNING COMMISSION

WASHINGTON 25, D. C.

April 12, 1956

Honorable Robert E. McLaughlin
President, Board of Commissioners
of the District of Columbia
Washington 4, D. C.

Dear Mr. McLaughlin:

In accordance with the provisions of the District of Columbia Redevelopment Act of 1945, as amended, the Commission submits herewith for the consideration and approval of the Commissioners of the District of Columbia the Urban Renewal Plan for Southwest Urban Renewal Project Area C as adopted by the Commission on April 5, 1956. The Plan is comprised of the following:

1. Land Use Plan for Project Area C,
NCPC File No. 24-479,
2. Site Development Plan for Project Area C,
NCPC File No. 24-480,
3. Specifications for Project Area C;
all dated April 5, 1956.

Forwarded herewith are certified true copies of the Land Use and Site Development Plans and certified true copies of the Specifications. In addition are certified true copies of the resolution of the Commission adopting the Urban Renewal Plan.

The Redevelopment Act provides that upon approval of the Plan by the Board of Commissioners, the Planning Commission shall forthwith certify the Plan to the District of Columbia Redevelopment Land Agency, which is then authorized to exercise its powers to acquire and dispose of land in accordance with the approved Plan.

Documentary material, compiled in support of the Plan, is being assembled and reproduced in report form and will be transmitted as soon as possible.

Sincerely yours,

(Signed) Harland Bartholomew
Chairman

National Capital Planning Commission
Washington, D. C.

RESOLUTION

on

THE URBAN RENEWAL PLAN

for

SOUTHWEST URBAN RENEWAL PROJECT AREA C

Approved April 5, 1956

WHEREAS, the National Capital Planning Commission has reviewed available surveys and various facts pertaining to a portion of the Southwest Section of the District of Columbia within the boundaries shown on NCPC Plan File No. 24-479, designated as the Land Use Plan for Project Area C,

WHEREAS, conditions of slum, blight and deterioration have been found to exist within the area, and

WHEREAS, such conditions are detrimental to the health, safety and welfare of the inhabitants and occupants of the specific project area as well as the Southwest generally, and

WHEREAS, the Commission prepared a Land Use Plan for the Southwest Survey Area, NCPC File No. 24-294, to serve as the general framework or guide of development for the planning of specific project areas, and

WHEREAS, the said Land Use Plan was made subject to development, modification or amendment from time to time as the planning of additional project areas proceeded, and

WHEREAS, the proposed Land Use Plan and Site Development Plan for Project Area C as prepared by Webb & Knapp, Inc., have been reviewed and analyzed in relation to the Land Use Plan for the Southwest Survey Area and its objectives and subsequent planning considerations involving both boundaries and land use plan proposals,

BE IT RESOLVED, That the National Capital Planning Commission hereby adopts as the boundaries of Southwest Urban Renewal Project Area C those boundaries shown on a part of the Urban Renewal Plan for the Project Area (NCPC File No. 24-479) and as described by metes and bounds in the specifications which shall govern.

BE IT FURTHER RESOLVED, That the National Capital Planning Commission hereby adopts, pursuant to the District of Columbia Re-development Act of 1945, as amended, the Urban Renewal Plan for Southwest Urban Renewal Project Area C consisting of the following described plans and specifications:

1. Land Use Plan for Project Area C, NCPC File No. 24-479,
2. Site Development Plan for Project Area C, NCPC File No. 24-480, and
3. Specifications for Project Area C; dated April 5, 1956.



TABLE OF CONTENTS

	<u>Page</u>
LETTER OF TRANSMITTAL	
RESOLUTION	
Explanatory Statement	1-5
Existing Conditions	6-14
Urban Renewal Plan for Project Area C	15-23
PLATES	
APPENDICES	
Statistical Summary	A
Financial Statement	B
Cost Estimate	B-1
Quality of Housing, Project Area C .	C
Summary of Relocation Program . .	D
Specifications	E

PLATES

	<u>Plate No.</u>
FRONTISPIECE	
Redevelopment Plan for the Southwest Survey Area	1
Land Use Plan for Southwest Urban Renewal Area	2
Land Use Plan for Project Area C	3
Site Development Plan for Project Area C	4
Illustrative Site Plan, Southwest Urban Renewal Area	5
Land Use Plan for Redevelopment of Project Area B	6
Land Use Plan for S. W. Urban Renewal Project Area C-1 . .	7
Existing Land Uses	8
Existing Zoning	9
Condition of Dwellings	10
Assessed Values of Land and Improvements	11
Living Units per net Residential Acre	12
Existing Community Facilities	13
Existing Street and Pavement Widths	14
Sanitary Sewerage System	15
Water Supply System	16
Gas Distribution System	17
Electrical Underground System	18
Telephone Underground System	19

EXPLANATORY STATEMENT ON ORIGIN AND DEVELOPMENT
OF THE
SOUTHWEST URBAN RENEWAL PLAN FOR PROJECT AREA C

The Urban Renewal Plan for Project Area C accompanying this report was prepared by Webb & Knapp, Inc., in accordance with a Memorandum of Understanding approved by the District of Columbia Redevelopment Land Agency on March 15, 1954. The Plan has been submitted to and adopted by the National Capital Planning Commission in accordance with the provisions of the D. C. Redevelopment Act of 1945 and the Housing Act of 1949, as amended.

The Project Area C plans are modifications generally of the Land Use Plan for the Southwest Survey Area, adopted by the National Capital Planning Commission on October 24, 1952, with boundaries altered both by extension and contraction. The principal extensions are the addition of the area north of the railroad to Independence Avenue, embracing the balance of the territory in the Southwest previously authorized for acquisition under the Public Building Act of 1926 as amended, and the inclusion of the so-called Wholesale Produce Market. The principal contractions or eliminations have been due to the establishment of Project Area C-1 and an NCHA low-rent housing project as separate entities for planning and execution. The area south of M Street and east of Canal Street was also eliminated.

The Southwest Survey Area Plan adopted in 1952 was intended to serve as the general framework or guide of development for the planning of specific project areas and was not in itself a project plan. It included the features or requirements of the Comprehensive Plan only in sufficient detail and extent as necessary to illustrate the relationship of the redevelopment plan for Project Area B to the Comprehensive Plan. The adopting resolution specifically stated that the land use plan for the Survey Area was subject to development, modification or amendment from time to time as the planning of additional project areas proceeded.

The 1952 plan was based upon certain conditions, considerations, premises or limitations which have since been modified in some respect. These were:

1. The decision by the United States Supreme Court that removed restraints upon the freedom of the Commission to make major alterations in the existing land use pattern of the area.
2. The sponsorship of an area-wide plan by a single prospective redevelopment corporation, again providing the freedom to make major changes in land use, street layout, etc. not possible as a practical matter under a series of smaller projects.
3. The passage of the Lease-Purchase Act of 1953 and of other legislation reviving earlier plans for completion of the public building program in Southwest Washington.
4. A change in the situation with respect to the wholesale market, as revealed by a special study made for the Redevelopment Land Agency in May 1955, which showed that it was both economically feasible and physically desirable to move the market from its present location in the area west of 10th Street and therefore advisable to include the area within Project C.

5. A change in the location and land area requirements of the multiple interchange between the Southwest Expressway and its connections to the business district, to the Inner Loop to the west and to the Potomac bridges to the south, facilitated by the decision to abandon the Wholesale Market Area.
6. Statements by both the Redevelopment Land Agency and the District Government that financial resources would be available for carrying out the additional property acquisitions required for an enlarged planning area and for the public improvements which would be the responsibility primarily of the Agency and the District Government.

Accompanying the Webb & Knapp Memorandum of Understanding of 1954 was a schematic proposal for the redevelopment of the Southwest Area differing from the 1952 adopted Survey Area Plan in several basic respects. Among other things, the memorandum set forth as pre-requisites to Webb & Knapp participation in the development of a definitive plan the following:

1. That the general engineering economic and development studies proposed to be made by Webb & Knapp would be devoted to land for private use rather than public use, and that these studies would be based upon the schematic proposal prepared by Webb & Knapp at that time.
2. That any proposal of Webb & Knapp for the redevelopment of the Proposal Area will be contingent upon a commitment on the part of appropriate public agencies for the commencement and completion of the construction within a reasonable time of a major esplanade entrance to the area on 10th Street between Independence Avenue and the waterfront, and all related facilities related thereto as may be specified in the approved Plan:

After formal submission of the Webb & Knapp schematic proposal in December 1954 to the National Capital Planning Commission, a

systematic review of the proposal was begun by the Planning Commission through a committee of the Commission and through its staff Coordinating Committee. The purpose of this review was to reconcile the schematic proposal and the Survey Area Plan in the light of the changed conditions and limitations.

The project plan submitted by Webb & Knapp and adopted by the Commission at its April 1956 meeting is the result of nearly a year's intensive work on the part of the public agencies concerned in the redevelopment of Southwest Washington. The Webb & Knapp organization has, as the result of the review, made major modifications in its original proposal to meet essential or fundamental requirements of not only the Commission but the many public agencies concerned.

The Webb & Knapp plan as now submitted conforms generally with the Commission's basic plan of 1952 as to the street system and, with certain acceptable exceptions, to the general distribution of primary land use allocations and locations proposed in the 1952 plan.

Among the changes there were certain basic proposals in the 1952 plan which were abandoned, chief of which was the establishment of a major second commercial service and supply area between the Expressway and the railroad, tied in with the existing wholesale market. Another major change, though outside the Survey Area, was the abandonment of the so-called "Wineglass Plan" for 10th Street, one result of which was

to make it impractical for the Smithsonian Institution to have the location and area which they requested for the National Air Museum.

Thus, through a process of cooperative effort, extended technical studies and reconciliation of most objectives, the original Webb & Knapp proposal was changed and developed to the point where it is now believed to be acceptable to each of the agencies of the Federal and District Governments involved in its execution. The plan adopted by the Planning Commission, of course, supersedes the 1952 Southwest Survey Area Plan.

EXISTING CONDITIONS

The Commission fully recognizes that urban redevelopment is not merely a housing measure. Redevelopment is an important and effective method for changing the present land-use pattern of the city -- wiping out maladjustments, establishing by positive action new land uses organically related to a new, more functional arrangement of the city's parts. . . . The important thing is to see that new development meets the needs of people so well that a costly cycle of blight, slums, and clearance will not be repeated in later years.¹

The Comprehensive Plan for Washington, published in 1950, recommended the detailed planning and redevelopment of three deteriorated central areas in the Northwest, the Southeast, and the Southwest sections of the city. When the D. C. Redevelopment Land Agency contracted with the Housing and Home Finance Administrator in January 1951 for advance planning funds for these three areas, the Commission urged that redevelopment start in the Southwest where some of the worst housing in the District of Columbia lies in the shadow of the Capitol.

Location. -- The Southwest Urban Renewal Area has a strategic location in the District of Columbia. Although an integral part of the larger community, its boundaries make it an easily recognizable planning entity: Independence Avenue to P Street, 12th Street and the Washington Channel to South Capitol Street. Of historic and sentimental interest, the area is part of the original city planned by L'Enfant and still retains the original design laid down for it.

¹ Washington: Present and Future, A general summary of the Comprehensive Plan for the National Capital and Its Environs. April 1950, pp. 21-22.

The original Southwest Urban Renewal area was extended north to Independence Avenue by action of the Planning Commission and the D. C. Board of Commissioners. The area is now comprised of four distinct project areas as follows: (1) Project Area B, which is bounded roughly by the Pennsylvania Railroad tracks on the north, Eye Street on the south, 4th Street on the west, and South Capitol Street on the east. Ninety-nine percent of the property has been acquired, all of the families in the acquired properties have been relocated and 85 percent of the structures have been demolished; (2) Project Area C-1, which is bounded roughly by Eye Street on the north, M Street on the south, Delaware Avenue on the west, and South Capitol Street on the east; (3) Project Area C, which is bounded roughly by Independence Avenue on the north, P Street on the south, 4th and 3d Streets on the east, and the Washington Channel and 12th Street on the west; and (4) the site of a new public housing project, not to be included in a project area, which is roughly bounded by Eye Street on the north, N Street on the south, 3d Street on the west to M Street, thence to Delaware Avenue, and Delaware Avenue on the east to M Street, thence to 2d Street.

Early History -- In the middle of the 19th century the entire area south of the Mall was considered an unhealthy place to live; James Creek, subsequently turned into a canal and later filled in, was a reputed source of malaria. As it crossed the Southwest the creek carried sewage to the

Potomac River. The last major flood in the area was in 1889, with waters flowing down from north of the Mall. Now the land, though flat, has sufficient differences in elevation to give it adequate surface drainage.

By 1857 Southwest Washington still was only partially developed. Its period of greatest expansion occurred after the Civil War, and most rapidly in the two decades 1870-1890.

Population Trends -- The population of the old Seventh Ward (Census Tracts 60, 61, 62, 63, and 64) was 9,714 in 1860; 17,954 in 1870; 23,965 in 1930; and 29,828 in 1950. For the parts of these census tracts which, combined, make up the Urban Renewal Area, recent population figures are as follows:

<u>Year</u>	<u>Persons</u>	<u>Average family size</u>
1940	23,590	4.16
1950	22,539	4.05

The slight decrease in population results from the loss of some dwelling units because of an expansion of non-residential uses, and the decrease in family size. Negroes comprise 78.6 percent of the total population, the remaining 21.4 percent are white.

An analysis of population density within the Urban Renewal Area shows that only in a few locations are there densities of fewer than 25 living units per acre. When it is considered that the prevailing building height is two and three stories and that 25 to 35 dwelling units per net

acre is a reasonable maximum density for buildings of these heights, the crowded conditions presently prevailing in large parts of the Survey Area become apparent. Densities of more than 45 units per acre are found in the four corners of the Urban Renewal Area. Observation on the ground seems to indicate a considerable uniformity of density throughout the area. This is not the case, however; densities vary widely from block to block.

Land Use -- The Urban Renewal Area contains approximately 600 acres in the following uses:

<u>Use</u>	<u>Acres</u>	<u>Percent</u>
Vacant	9	1
Residential	150	25
First Commercial	29	5
Second Commercial	70	12
Public and Semi-public Use	59	10
Streets and Alleys	<u>283</u>	<u>47</u>
Total	600	100

The land-use pattern is relatively simple (see Plate No. 8). Second commercial uses are found along the railroad on the northern boundary of the Urban Renewal Area, scattered along Maine Avenue, and in the interior of the Urban Renewal Area. First commercial uses are concentrated along 4th Street, 7th Street, and Maine Avenue. However, there are small stores on almost every corner whose uses were established prior to the enactment of zoning regulations.

The northwest corner of the Urban Renewal Area is occupied by a group of buildings and uses that together comprise one of the principal wholesale food market centers of the Washington area.

Streets, Transit Routes, and Utilities (see Plates 13 through 19) --

In common with other parts of the original city, the streets in the Renewal Area have wide rights-of-way. In residential areas particularly, the edge of the pavement is a considerable distance from the street right-of-way line. Residential structures are erected on the street line; an adequate "front yard" therefore remains in the "street." Consequently, the Zoning Regulations require no front yard. This condition, unique in Washington, makes comparisons with other cities misleading, particularly about such matters as net population density and park and playground area.

There are wide street pavements on South Capitol, 4th, 7th, 10th, 11th, M and Maine Streets. Other streets are paved at widths generally suitable for the adjoining intensity of residential uses, although their condition is not always satisfactory. Fine, old trees are found on many of the streets.

The Urban Renewal Area is well joined to the rest of the city by transit routes: the streetcar line on 7th Street and Maine Avenue south of 7th, and the bus routes on 11th, 4th and M Streets. All parts of the Renewal Area are within walking distance of a transit route.

The Urban Renewal Area contains an unusually complete system of utilities. There are sanitary sewers in every street and in the majority of the alleys. A major trunk sewer lies in 4th Street south to L Street and in L Street from 4th Street to the Channel. Gas and water mains lie

in 4th, Maine Avenue, 7th, 11th, E and certain other streets. Underground electrical ducts are provided throughout the area with a number of large ducts on 4th Street.

In general, many of the sewers are old and require replacement. All of them are combined storm and sanitary facilities.

Community Facilities (see Plate No. 13) -- The Urban Renewal Area contains two junior high schools and seven elementary schools, all public. The elementary schools are old, with the exception of Syphax to which an addition was made in 1954, and the Anthony Bowen School. All elementary schools are located on small sites with inadequate play space, either for physical education or for community use.

The Southwest Urban Renewal Area is served by two major recreation centers, both adjacent to the two junior high schools and adequate for a supervised recreation program for all age groups. A supervised program is also conducted at the Hoover Playground. None of the elementary schools has adequate area for a supervised program.

There are no neighborhood parks in the Southwest Area at present. Eight acres of potential park land are located along the old canal. However, East Potomac Park, a major city-wide park and recreation center, is nearby and easily accessible by ferry across the Washington Channel.

There are two fire stations in the area, a police station, a public health center, a branch of the Public Library, 20 churches, two boys' clubs, and three community houses. The police and fire stations are old, as are one boys' club, a community house and a number of churches.

Housing -- Most of the residential structures in the Urban Renewal Area are more than 50 years old. They are usually of brick with two stories, first floors at grade, and no basements. Designed for single-family occupancy, a great many now are in multiple use. The present dwelling units are shown graphically by blocks on Plate No. 10, and statistically in tables appearing in Appendix C. The only part of the Urban Renewal Area where any considerable number of the residential structures is satisfactory is the southeast corner where there are 279 units of public housing and a number of relatively new flats and apartment houses.

Fifty-two percent of the 4283 dwelling units in Project Areas C-1 and C are substandard as to facilities, maintenance and occupancy; 76 percent are substandard on factors of deterioration. The greatest concentration of substandard dwelling units was found in Project Area B, where 64.3 percent fell in the first category and 79.7 percent fell in the second category.

In the Urban Renewal Area, dwelling units average 64.5 percent with four or more rooms. There are four or more persons per dwelling unit in 49.6 percent of the dwelling units in the Urban Renewal Area.

Ownership and Rents of Residential Structures -- Home ownership in the Urban Renewal Area is the exception rather than the rule. This is particularly true where the condition of the dwellings is poorest. In the

Urban Renewal Area only 21 percent of the dwellings are owner-occupied. It is important to point out, however, that the mortgage structure of many of the sales in the area has resulted in the owners' having extremely small equities in their properties. Frequently, there are as many as three trusts on a single transaction.

Of those families in the Urban Renewal Area who rent their dwellings, only 16.3 percent pay more than \$50 per month.

Family Income -- In the District of Columbia the annual per capita income is higher than in almost any other city in the country. However, in the Southwest Urban Renewal Area incomes are known to be considerably below city-wide averages. Even so, a substantial proportion of the families have incomes above the low-income level. For example, 43 percent of the families in the Urban Renewal Area reported incomes over \$250 per month. The highest incomes usually are those of businessmen, most of whom have their businesses in the Southwest.

Employment Centers -- Opportunities are excellent for employment of the present and future population in and about the Southwest Area. Government installations provide the largest single source of employment since the Urban Renewal Area is virtually surrounded by government offices. In addition the central business district of Washington is close by as well as the Union Station and the Naval Gun Factory. Proposed second commercial uses in Projects B, C-1, and C will also provide a substantial number of employment opportunities.

Assessed Values -- Assessed values in the Southwest Urban

Renewal Area are among the lowest of any close-in area in the District of Columbia. The pattern of assessed values within the Survey Area is shown on Plate No. 11. For comparative purposes the assessed value of land and improvements per square foot of land is computed by block frontages.

Highest valuations are found in the northwest corner of the Urban Renewal Area, along Maine Avenue, on 7th Street north of E Street, and in scattered locations in the 4th Street business section. Lowest valuations are found in the northeast corner where the poorest housing conditions are found.

The total assessed value of land and improvements in the Urban Renewal Area C is \$25,528,285.00.

THE URBAN RENEWAL PLAN FOR PROJECT AREA C

Prepared by Webb & Knapp, Inc.

March 1956

The plan for the redevelopment of Southwest Washington which Webb & Knapp, Inc. has prepared under the Memorandum of Understanding with the District of Columbia Redevelopment Land Agency seeks to provide a complete community in the Southwest, integrated with the city as a whole. Four major elements are fundamental to the success of this plan:

1. The Tenth Street Mall which links Southwest Washington to the rest of the city.
2. The Plaza and
3. The Waterfront which serve as focuses of interest for the Capital as a whole.
4. The Residential Neighborhood which aims to provide a model community to serve family living in all its needs.

The Tenth Street Mall

This element satisfies the need to provide an effective bridge between Southwest Washington and the city as a whole. The Pennsylvania Railroad cuts off residential Southwest Washington, not only physically but psychologically. A striking approach is necessary to overcome this handicap.

The Tenth Street Mall is designed to create a dramatic entrance to the Southwest. A wide and impressive span, flanked by stately government buildings, the Mall provides a logical and desired entranceway from the Great Mall into the Southwest area. The Mall terminates in a circular overlook providing motorists or pedestrians a grand view of the waterfront and residential Southwest Washington. Roadways descend from the Overlook into the residential neighborhood.

This entrance to Southwest Washington is the "key" to the redevelopment of the area. It is basic to removing the "other side of the tracks" stigma and establishing the area as a desirable residential community. This is fundamental to the successful redevelopment of the Southwest.

The Plaza

The Plaza is a nineteen and one-half acre area opening off of the east side of the Tenth Street Mall. It is designed to provide space for what has been a long-felt need in the National Capital, a unified cultural and entertainment center. Most recent manifestation of such a need is the creation of the Auditorium Commission (in 1955). The Plaza is one of the sites being considered for the auditorium complex.

The Plaza is envisioned as a focal point of national and city-wide interest. Here the tourist may find his primary orientation to the Capital -- perhaps by way of a central tourist center. A cultural complex of theatres, restaurants and the like will allow him to savor the

best of America's cultural flavor and entertainment talent. Such a center will also provide a place for other nations to display their cultural wares. National learned and scientific societies may find the Plaza a convenient place to locate.

Auxiliary needs, such as parking, will be provided beneath the Plaza, permitting the surface to be an unobstructed general pedestrian concourse.

In short, the Plaza is envisioned as a cultural center for Washington, the Nation, and perhaps even the world.

The Waterfront

A major attraction of Southwest Washington is the Waterfront with its seafood restaurants and marine activity. The redevelopment plan seeks to enhance this important element.

At present most of this marine activity is cramped into too small a space, spilling out across Maine Avenue. The plan seeks to offset this by curving Maine Avenue to provide space for new, well-designed marine commercial uses. At the same time, the land side of Maine Avenue will make a park area directing the attention of the passer-by to the waterfront while providing amenity to the residences abutting the parks.

In the design of the Waterfront itself, buildings will be spaced to preserve strategic vistas of the yacht basin and marine activities

from Maine Avenue, the Mall Overlook, and the several street approaches to the Waterfront area.

The land for the Waterfront will remain in public ownership and be leased to private developers. The redevelopment plan is in accord with the plans of the Corps of Engineers for the development of the waterfront.

The Residential Neighborhood

The final element -- and the ultimate justification for the redevelopment of Southwest Washington -- is the residential neighborhood. The present proposal for Area C, combined with the planned developments for Area B and Area C-1 and public housing will create an area of homes, shopping, schools, parks, churches -- all that is necessary to meet the needs of the people residing in the Southwest Area.

Generally, this residential community is bounded by the F Street Expressway, South Capitol Street, P Street, and Maine Avenue.

Within Area C two basic types of housing are proposed -- elevator apartments and town houses, the latter grouped into residential squares. The six proposed elevator apartment buildings, eight stories high, are distributed throughout Area C in a manner designed to achieve a balanced diversity of visual appeal and to maintain an openness to light and air for both apartment house dwellers and occupants of the row houses. Each apartment house will contain, roughly, 230 units. The total number of units cannot exceed 1400.

The units within the elevator apartments will range in size from efficiencies to two-bedroom units with the possibility of some three-bedroom apartments being included. All apartments will be air-conditioned and will be provided with off-street parking. Tot-lots will be provided for small children, and all elevator structures are adjacent to neighborhood parks or public open space.

Rentals cannot be predicted accurately at this time, but they may range from roughly \$90 for an efficiency to \$150 and up for two-bedroom units. Construction costs will be the primary factor in determining these rents.

The residential square is the basic scheme for the town houses or row houses provided for family living in Area C. It is hoped that the houses can be sold rather than rented. Home ownership is the firmest foundation for neighborhood stability.

The residential square consists of town houses arranged in rows bordering a central, open space for the common use of all families living on the square. Each house will have its own small back yard in addition to access to and use of the common which consists of about 30 percent of each square. This common area would be restricted as to use by a legal device that also would guarantee each homeowner use of the area. These residential squares can be seen in the illustrative Site Plan, Plat No. 5.

The large common area is, in effect, the pooling of the back yards of each house. Consequently, each family has, for all practical purposes, a much larger lot and space for activities prohibitive in conventional back yard. Play space for small children and quiet green areas for adult pastimes give to each family the pleasure of a private park. Privacy is available in the individual walled patios while opportunity for group activity is provided. The residential square provides a suburban spaciousness for in-town locations.

The town houses are planned to provide housing for families of moderate and above incomes. Approximately 1000 units would be built. Of these roughly half would have two bedrooms, 35 percent three bedrooms and 15 percent four or more bedrooms. The houses will be three stories in height, with parking, utilities, and a garden-terrace room on the first floor. The living rooms face the green common, away from the streets and traffic. Streets around the squares are designed to discourage through-traffic, and a general quiet atmosphere will be enhanced by retention of shade trees which line the streets of Southwest Washington today and by such additional planting as may be necessary.

Rental housing in the form of flats and walk-up apartments may also be constructed in Area C. Webb & Knapp prefers, however, to provide as much sales housing in the form of residential squares as possible. Home ownership is of importance in redeveloping the Southwest and greater livability can be achieved through the owner occupied

town house in the residential square than through the flat or walk-up apartment. FHA has also suggested caution in the provision of walk-up apartments in Area C at this time because of the number provided elsewhere and the possibility of their being constructed in Area B.

Webb & Knapp has consulted FHA and a private housing market consultant in determining the distribution of the dwelling types proposed in the illustrative site plan. The number of elevator units (1400) in the locations shown on the plan meet marketability requirements. The rents proposed are within the market range and advice received to date indicates the demand for these units will be considerable.

The town houses within the residential squares will meet a heavy demand for sales housing of this type. Webb & Knapp has been informed the demand for such units is quite large. These units will vary in price and will meet the needs of a variety of income groups. The housing proposed is economically feasible.

The Town Center serves the families of Areas C, C-1, B and public housing developments in Southwest Washington. This is the hub of the residential community. The Town Center incorporates two basic functions: community shopping and community activities.

The market area for the commercial core of the Town Center and the size of shopping area needed to serve the Southwest has been studied in detail. Such a shopping center is designed as a community shopping

center. It is not intended to serve an area larger than the Southwest; it is not a regional shopping center; it will not compete with downtown Washington. The Southwest is a natural market area for a neighborhood shopping center. Its boundaries -- the Washington Channel, P Street, South Capitol Street, the Mall -- are major ones. They form a definitive perimeter and discourage travel outside the area for neighborhood shopping. At the same time, these boundaries discourage shopping from other areas, except for some business that might result from through traffic. In short, the Southwest is the market area for the Town Center.

The second goal is equally important. A unifying factor is most important within the residential neighborhood. Even as the Mall, Plaza and the Waterfront tie the Southwest to the rest of Washington, so a binder is necessary for the community itself. Established at the very heart of residential Southwest, the Town Center provides an area common to the whole community and forms a link between the several sections.

The community aspects of the Town Center -- the four churches, parks, library and other common facilities -- provide the basis for the concept of "town center" rather than merely "shopping center." It is the core area for all community activities, and the design reflects the scope of separate and interrelated activity. Sunday and evening programs at the churches will maintain life and busyness in the Town Center after the daytime commercial activity ceases. The meeting rooms of the

churches, the library, and the nursery school provide the neighborhood with space for community assembly.

Schools, community houses, and other neighborhood facilities are distributed throughout the area. Linking all together is a combined system of neighborhood parks and streets. Perimeter roadways carry through-traffic around the residential neighborhood while an interior street system is designed to discourage heavy, rapid traffic, yet give access to all portions of the community.

This comprehensive plan, then, creates a well-knit but diversified residential neighborhood. While complete in itself, it does not stand isolated from the rest of the city. It has at least one feature within it of city-wide interest -- the Waterfront -- whose restaurants and marine activities draw people from all over Washington. The major physical link to the rest of the city is provided by the Tenth Street Mall which gives a dramatic and pleasing entree to the Southwest. Finally, the area is given a focus of national interest by the Plaza and its diversified cultural activities which make it a showplace for the Southwest and all of Washington.

The Webb & Knapp plan has sought to create a true unity in this redevelopment plan -- a unity of home and neighborhood, neighborhood and city.

REDEVELOPMENT PLAN FOR THE SOUTHWEST SURVEY AREA

DISTRICT OF COLUMBIA

Land Use Plan



Prepared by
NATIONAL CAPITAL PLANNING COMMISSION
In cooperation with
DISTRICT OF COLUMBIA REDEVELOPMENT LAND AGENCY

OCTOBER 1952
FILE No 24-294

LAND USE PLAN FOR SOUTHWEST URBAN RENEWAL AREA

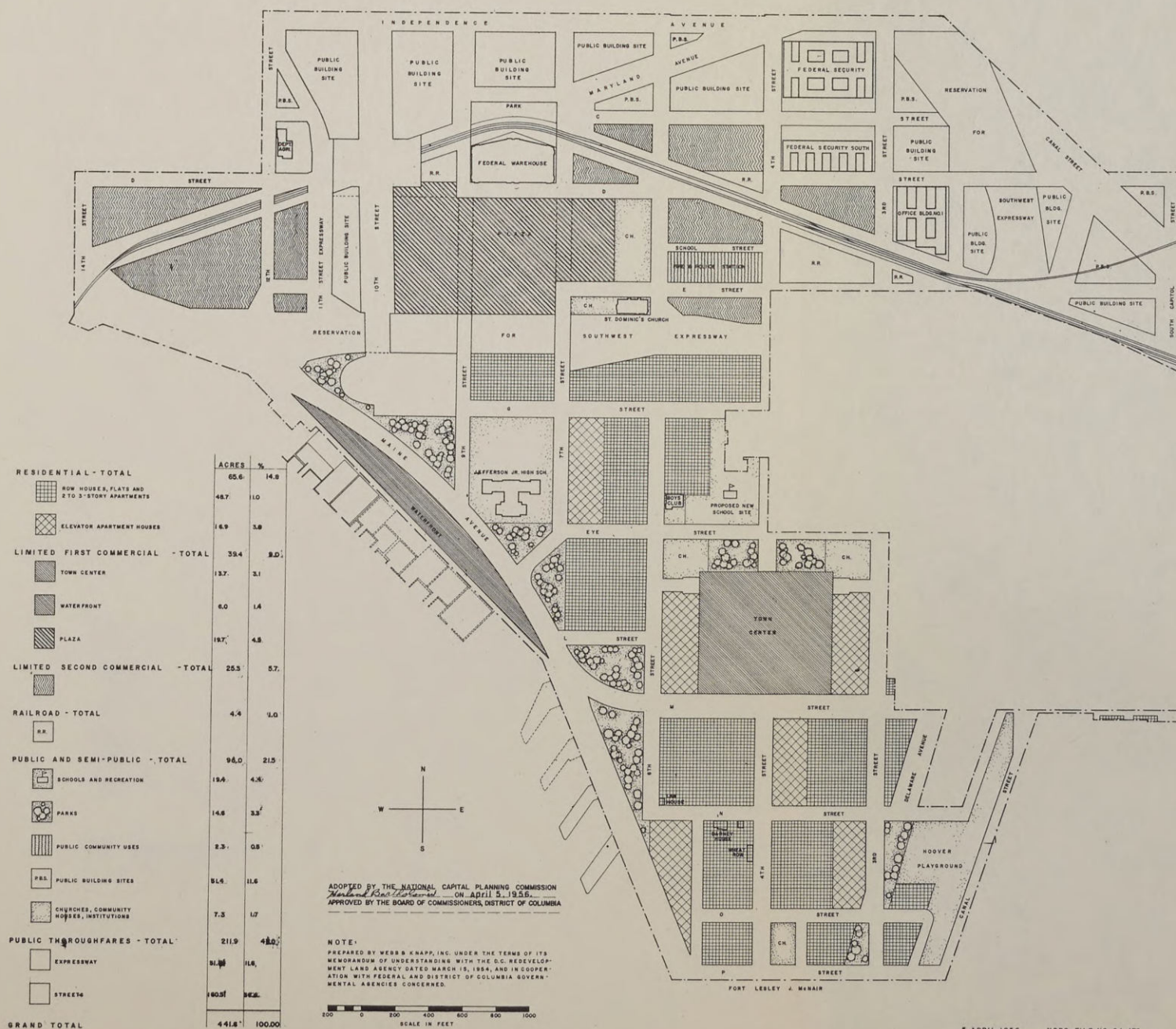
DISTRICT OF COLUMBIA



LAND USE PLAN FOR PROJECT AREA 'C'

SOUTHWEST URBAN RENEWAL AREA

DISTRICT OF COLUMBIA



SITE DEVELOPMENT PLAN FOR PROJECT AREA 'C'

SOUTHWEST URBAN RENEWAL AREA

DISTRICT OF COLUMBIA





0 500 1000

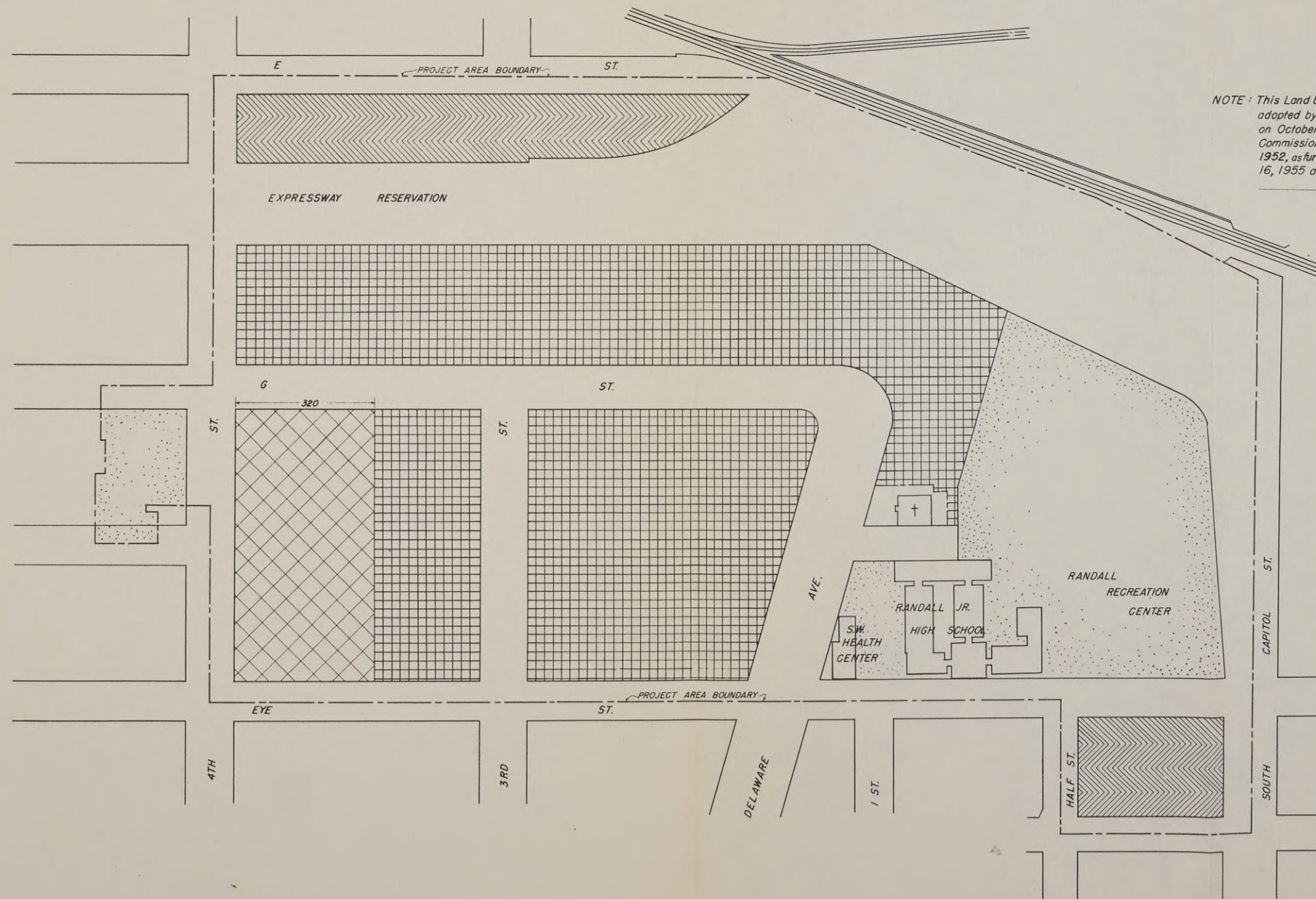
SOUTHWEST WASHINGTON REDEVELOPMENT ILLUSTRATIVE SITE PLAN

1 MAY 1956

PREPARED BY WEBB & KNAPP

LAND USE PLAN FOR REDEVELOPMENT OF PROJECT AREA B

SOUTHWEST SURVEY AREA DISTRICT OF COLUMBIA



NOTE: This Land Use Plan is a revision of Plan 24-282 adopted by the National Capital Planning Commission on October 24, 1952 and approved by the Board of Commissioners, District of Columbia, on December 30, 1952, as further modified by the Commission on December 16, 1955 and approved by the Commissioners on _____

LEGEND

USES WITHIN PROJECT AREA-

	AREA IN ACRES	PERCENT LAND USE
RES. 60-B	24.3	30.2
RES. 60-C	4.6	5.7
2nd COMMERCIAL	5.6	7.0
PUBLIC USE	13.3	16.6
EXPRESSWAY	14.5	18.0
STREETS	18.1	22.5
TOTAL	80.4	100.0

PROJECT AREA BOUNDARY - - - -

N

SCALE
100' 0' 100' 200' 300' 400' 500'

PREPARED BY
NATIONAL CAPITAL PLANNING COMMISSION
IN COOPERATION WITH
D.C. REDEVELOPMENT LAND AGENCY

ADOPTED BY THE NATIONAL CAPITAL PLANNING COMMISSION
Harold P. ... on DECEMBER 16, 1955.
APPROVED BY THE BOARD OF COMMISSIONERS, DISTRICT OF COLUMBIA
_____ on _____

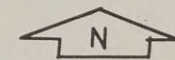
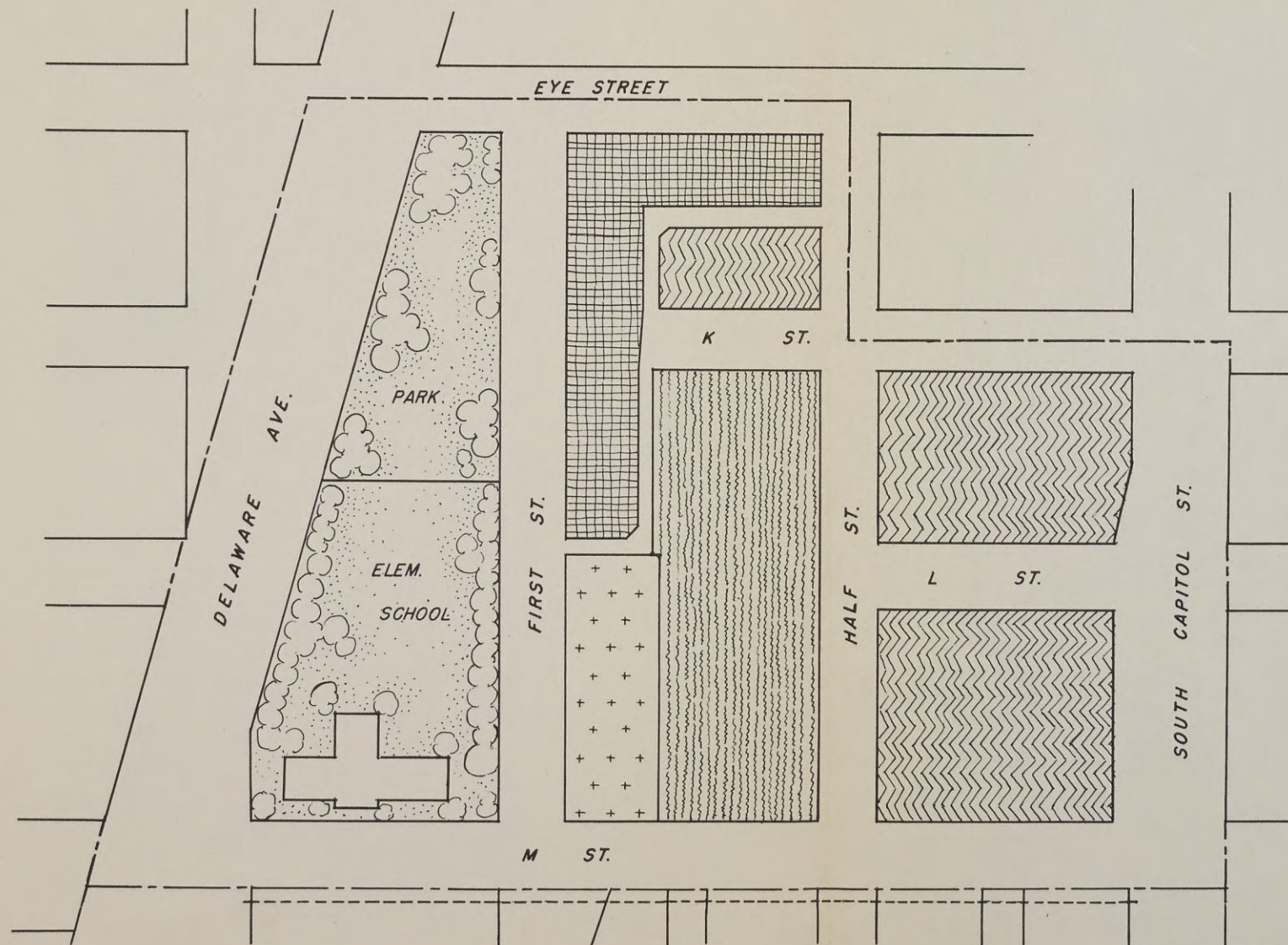
DECEMBER 1955

24-378-A

LAND USE PLAN

SOUTHWEST URBAN RENEWAL PROJECT AREA C-1

DISTRICT OF COLUMBIA



LEGEND

	ACRES	%
HOUSING	1.8	5.9
2ND COMMERCIAL	4.5	14.8
ELEM. SCHOOL	3.1	10.2
PAROCHIAL SCHOOL	1.1	3.6
D.C. SERVICES	3.2	10.5
PARK	1.9	6.2
NET	15.6	51.2
STREETS	14.9	48.8
GROSS	30.5	100 %

100 50 0 100 200 500
SCALE IN FEET

PROJECT AREA BOUNDARY - - - -

PREPARED BY
NATIONAL CAPITAL PLANNING COMMISSION
IN COOPERATION WITH
DISTRICT OF COLUMBIA REDEVELOPMENT LAND AGENCY

ADOPTED BY THE NATIONAL CAPITAL PLANNING COMMISSION
Harland Bartholomew, Chairman ON DECEMBER 16, 1955
APPROVED BY THE BOARD OF COMMISSIONERS, DISTRICT OF COLUMBIA

FILE NO. 24-415-A
DECEMBER 1955

SOUTHWEST URBAN RENEWAL AREA DISTRICT OF COLUMBIA

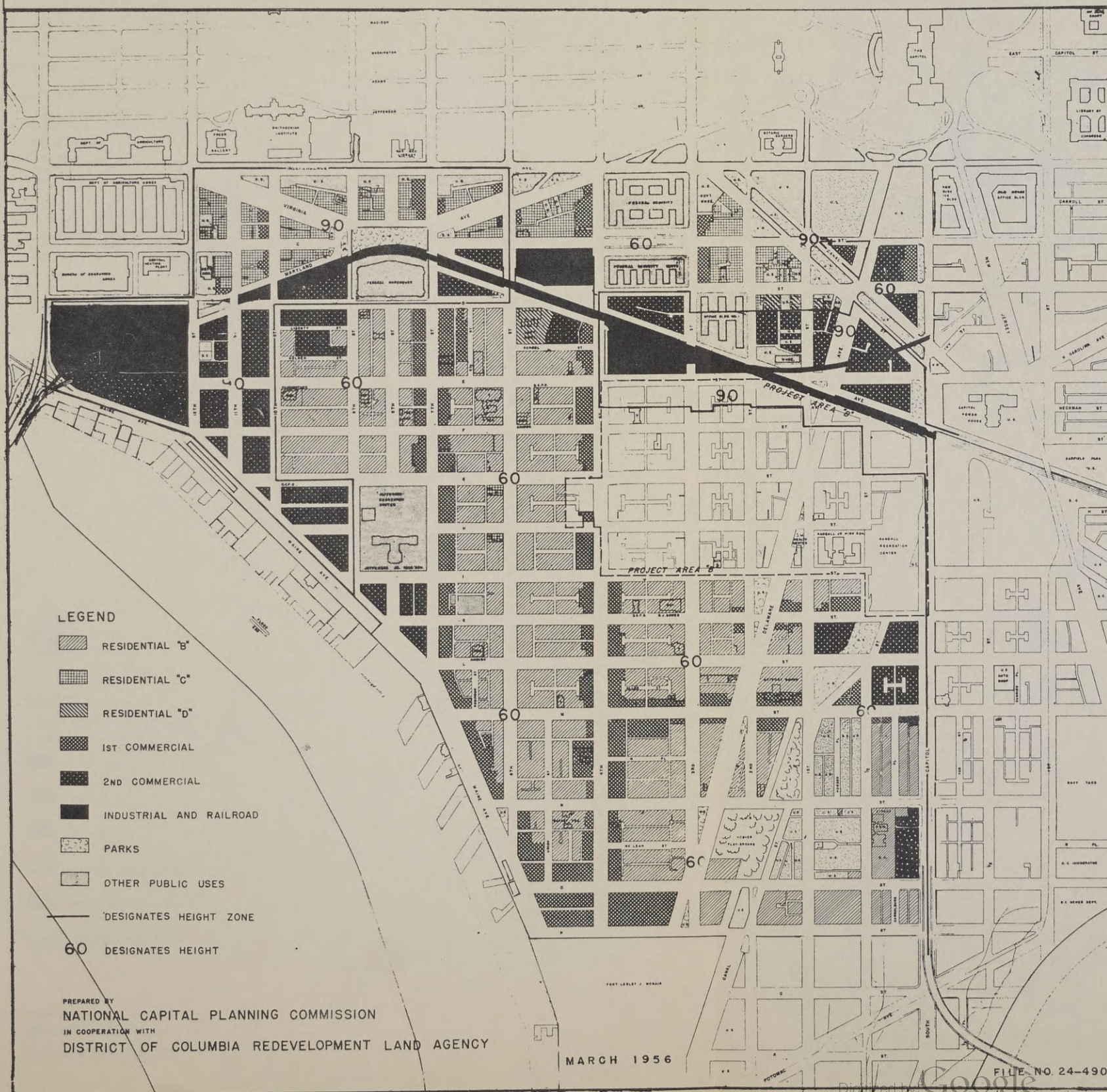
PLATE Nº 8

EXISTING LAND USE

SCALE OF FEET



PLATE N° 9



SOUTHWEST URBAN RENEWAL AREA DISTRICT OF COLUMBIA CONDITION OF DWELLINGS 1950

PLATE No 10

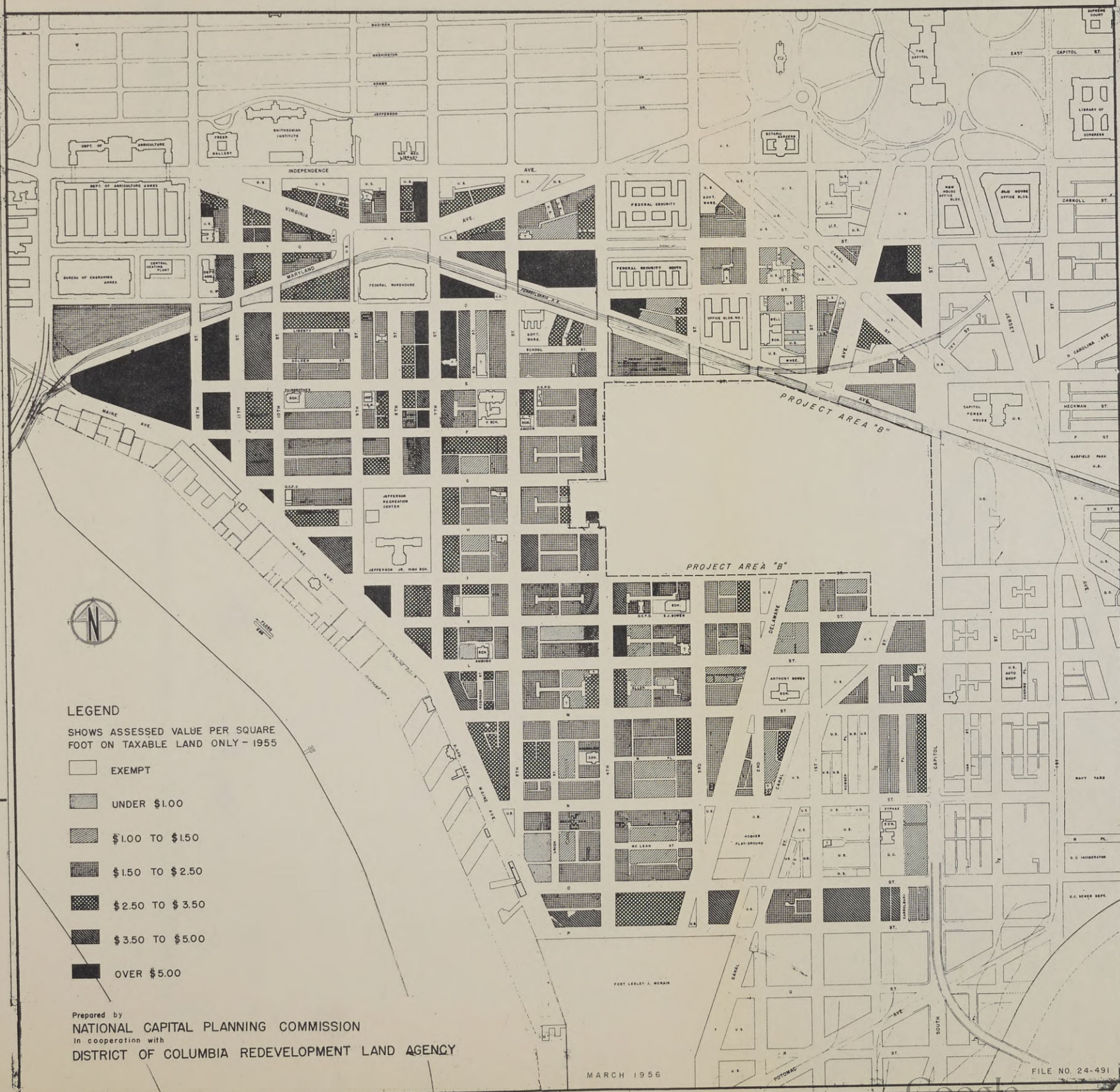
SCALE OF FEET
0 500 1000 1500 2000



SOUTHWEST URBAN RENEWAL AREA DISTRICT OF COLUMBIA ASSESSED VALUES OF LAND AND IMPROVEMENTS

PLATE No II

SCALE OF FEET
0 200 400 600 800 1000



SOUTHWEST URBAN RENEWAL AREA DISTRICT OF COLUMBIA LIVING UNITS PER NET RESIDENTIAL ACRE

PLATE Nº 12

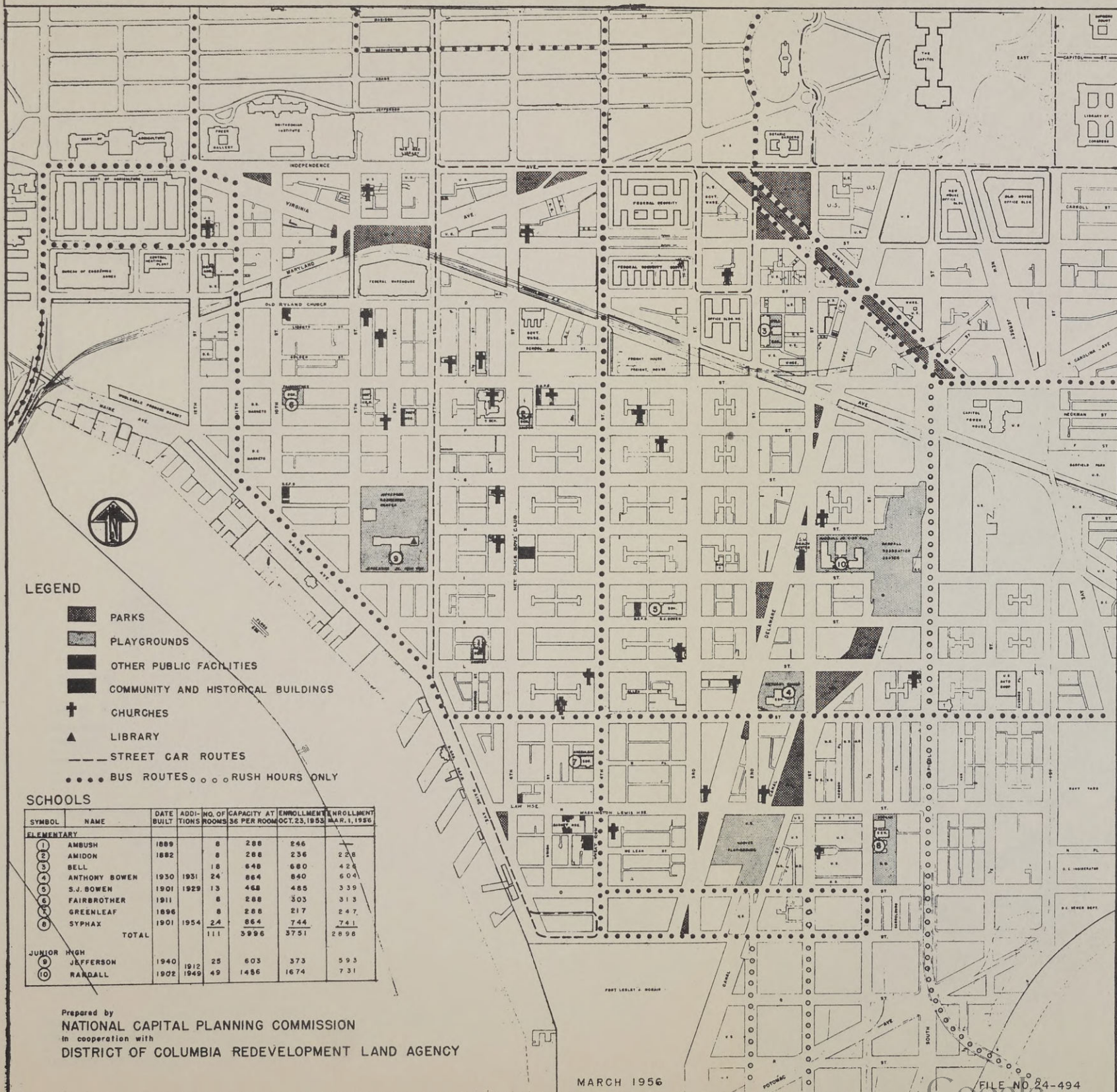
SCALE OF FEET
0 100 200 300 400 500



SOUTHWEST URBAN RENEWAL AREA DISTRICT OF COLUMBIA EXISTING COMMUNITY FACILITIES

PLATE No 13

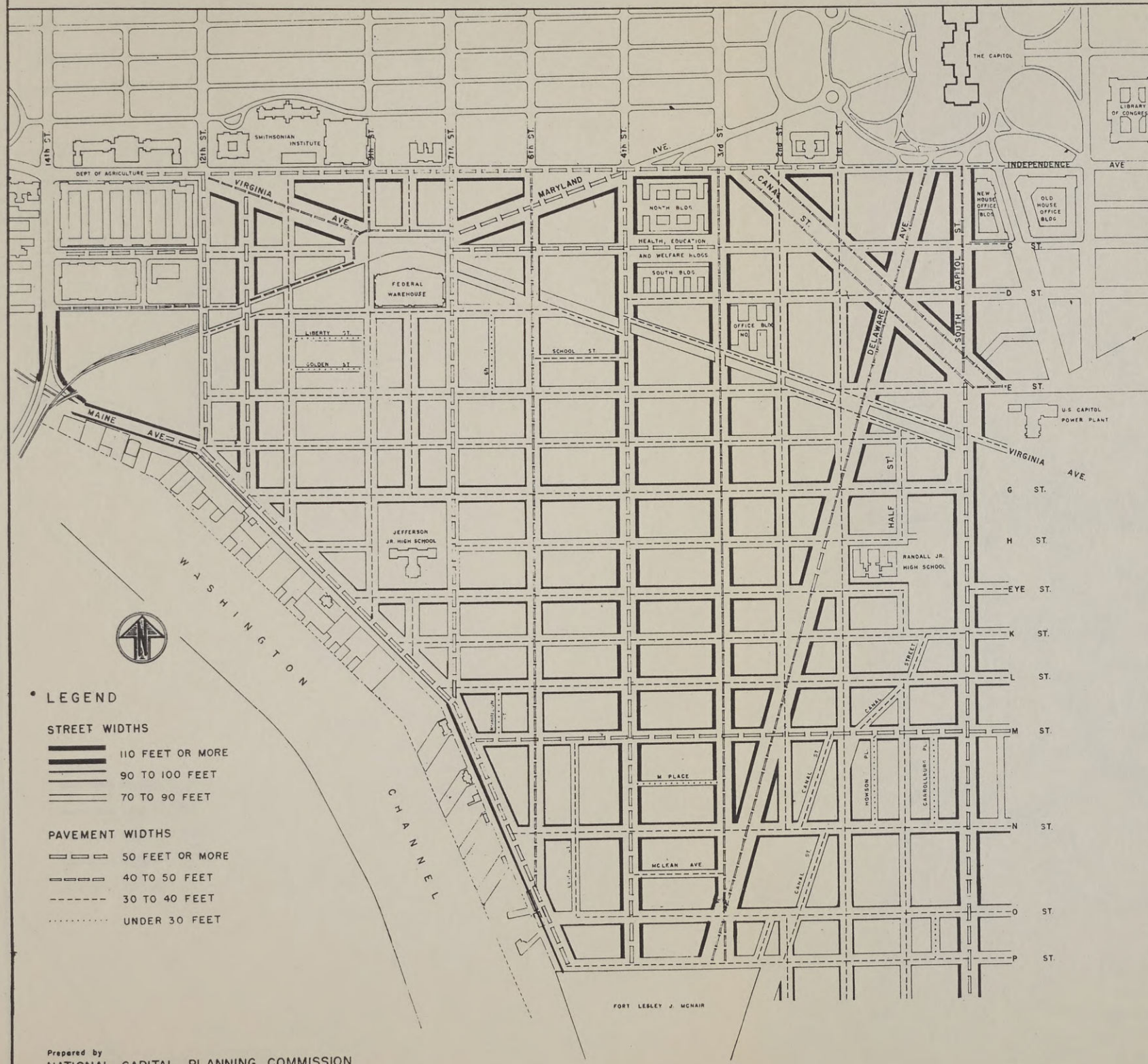
SCALE OF FEET
0 200 400 600 800 1000



SOUTHWEST URBAN RENEWAL AREA DISTRICT OF COLUMBIA EXISTING STREET AND PAVEMENT WIDTHS

PLATE N° 14

SCALE OF FEET
0 200 400 600 800 1000 1200 1400 1600 1800 2000



Prepared by
NATIONAL CAPITAL PLANNING COMMISSION
in cooperation with:
DISTRICT OF COLUMBIA REDEVELOPMENT LAND AGENCY

MARCH 1956

FILE NO. 24-493

Digitized by Google

SOUTHWEST URBAN RENEWAL AREA DISTRICT OF COLUMBIA SANITARY SEWERAGE SYSTEM 1956

PLATE No 15



SCALE OF FEET
0 100 200 300 400 500 600



SOUTHWEST URBAN RENEWAL AREA DISTRICT OF COLUMBIA WATER SUPPLY SYSTEM 1956

PLATE Nº 16



SCALE OF FEET
0 100 200 300 400 500 600 700 800 900 1000



SOUTHWEST URBAN RENEWAL AREA DISTRICT OF COLUMBIA GAS DISTRIBUTION SYSTEM 1956

PLATE Nº 17



SCALE OF FEET
0 100 200 300 400 500

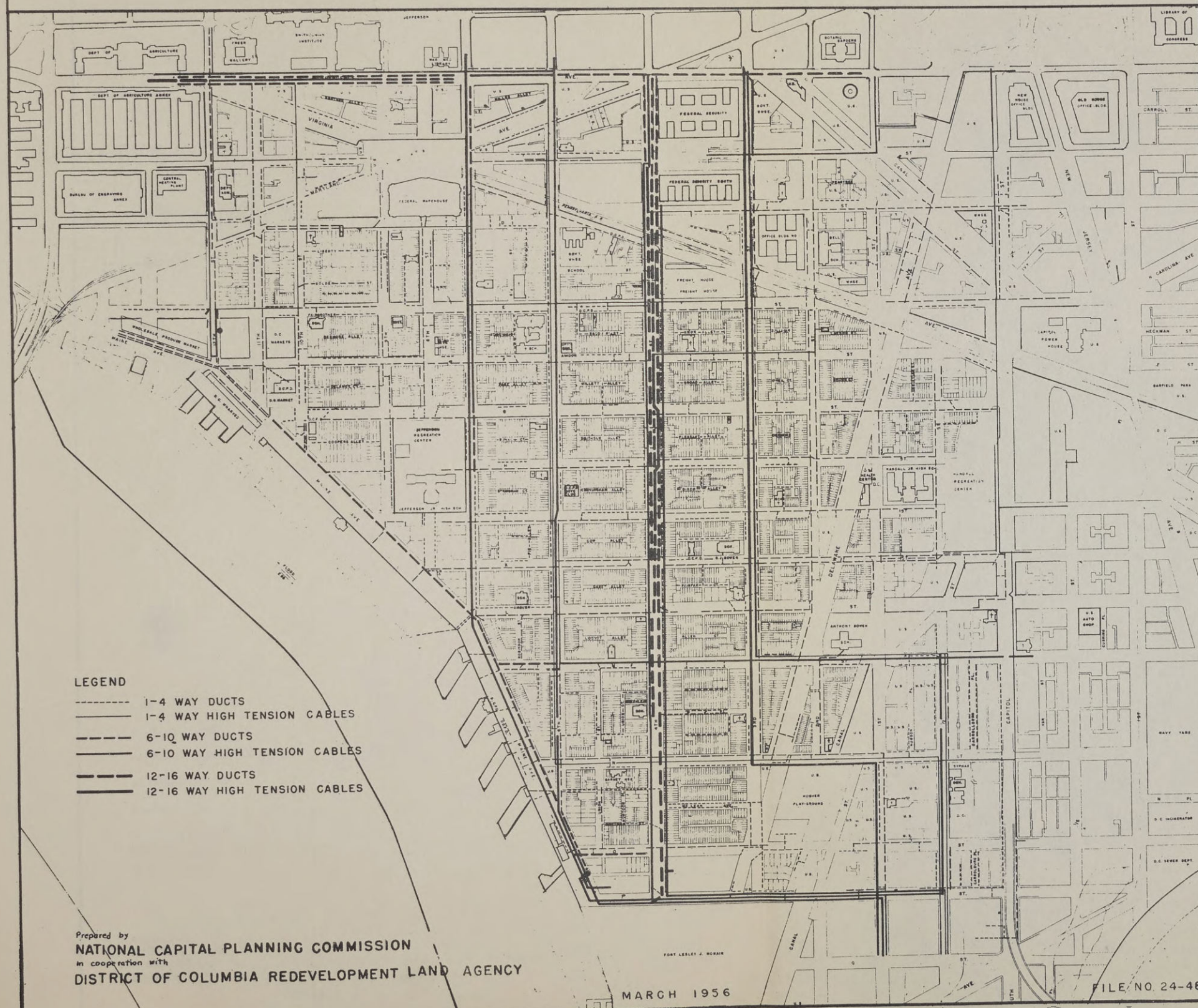


SOUTHWEST URBAN RENEWAL AREA DISTRICT OF COLUMBIA ELECTRICAL UNDERGROUND SYSTEM

PLATE No 18



SCALE OF FEET
0 100 200 300 400 500 600

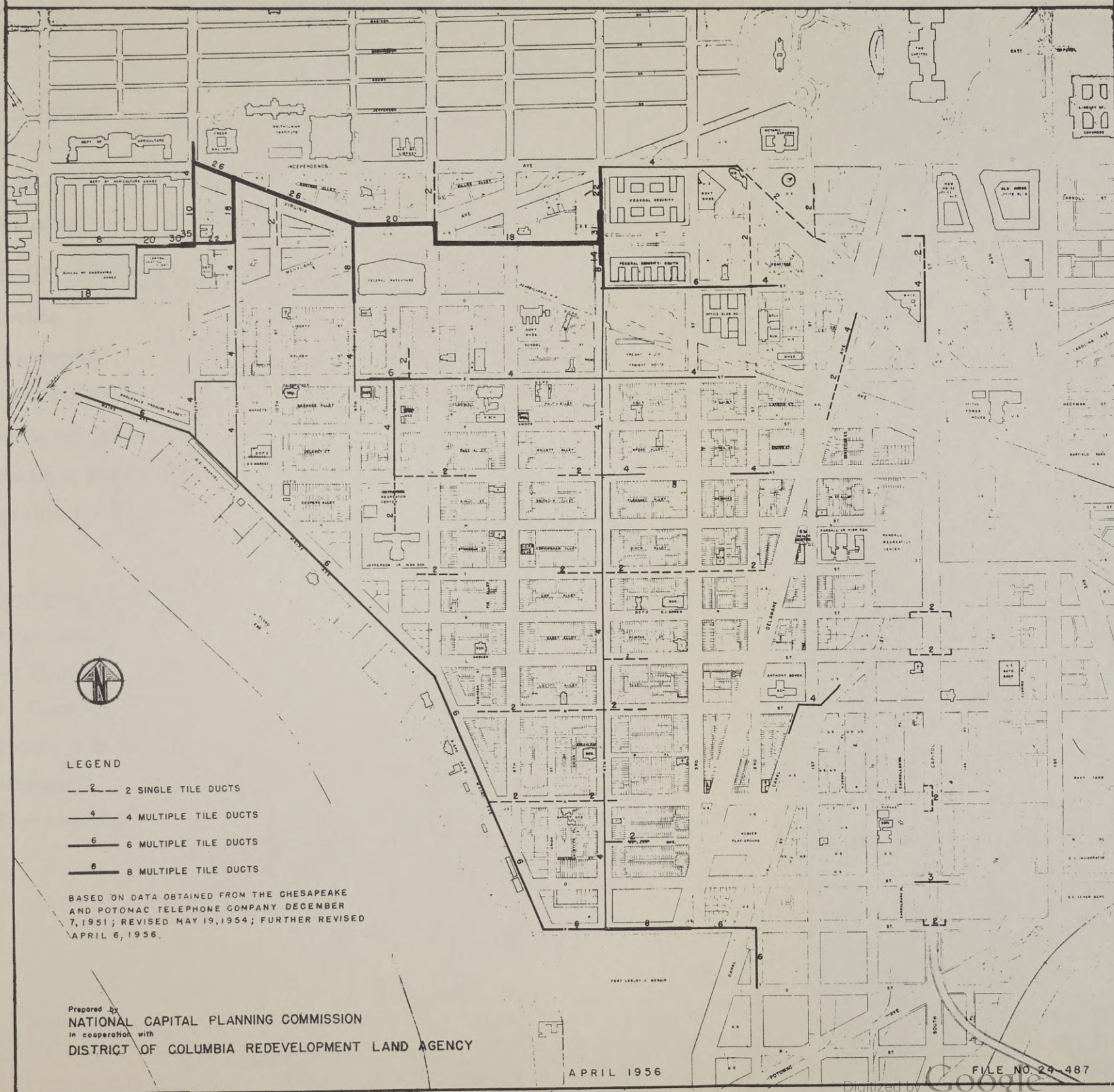


SOUTHWEST URBAN RENEWAL AREA DISTRICT OF COLUMBIA TELEPHONE UNDERGROUND SYSTEM

PLATE No 19



SCALE OF FEET
0 100 200 300 400 500 600 700 800 900 1000



LEGEND

- 2 — 2 SINGLE TILE DUCTS
- 4 — 4 MULTIPLE TILE DUCTS
- 6 — 6 MULTIPLE TILE DUCTS
- 8 — 8 MULTIPLE TILE DUCTS

BASED ON DATA OBTAINED FROM THE CHESAPEAKE
AND POTOMAC TELEPHONE COMPANY DECEMBER
7, 1951; REVISED MAY 19, 1954; FURTHER REVISED
APRIL 6, 1956.

Prepared by
NATIONAL CAPITAL PLANNING COMMISSION
in cooperation with
DISTRICT OF COLUMBIA REDEVELOPMENT LAND AGENCY

APRIL 1956

FILE NO 24-487

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NATIONAL CAPITAL PLANNING COMMISSION

STATISTICAL SUMMARY

March 1956

1. <u>Size of Area</u>	<u>Urban Renewal Area</u>		<u>Project Area C</u>	
	Acres	Percent	Acres	Percent
Gross Area	600	100	442	100
Right-of-way	273	46	212	48
Net Area	327	54	230	52
2. <u>Existing Land Uses</u>				
Vacant	9	1	6	1
Residential	150	25	94	21
1st Commercial	29	5	23	5
2d Commercial	70	12	61	14
Public & Semi-public	59	10	42	10
Streets & Alleys	<u>283</u>	<u>47</u>	<u>216</u>	<u>49</u>
Total	600	100	442	100
3. <u>Proposed Land Uses</u>				
Residential	126	21	66	15
1st Commercial	41	7	39	9
2d Commercial	39	7	30	7
Public & Semi-public	121	20	95	22
Streets	207	34	161	36
Expressway	<u>66</u>	<u>11</u>	<u>51</u>	<u>11</u>
Total	600	100	442	100

4. <u>Existing Population</u>	<u>Urban Renewal Area</u>	<u>Project Area C</u>
No. of Persons	28,074	17,690
Percent of Non-white	67	59
Percent of white	33	41
No. of Persons per Family	4.1	4.0
5. <u>Proposed Population</u>		
No. of Persons	20,000 - 22,000	8,750 - 10,650
6. <u>Existing Dwelling Units</u>		
No. of Units	6,782	4,316
Sub-standard	71%	76%
Rooms per Unit	4.2	4.3
Owner Occupied	15.8%	18.4%
7. <u>Proposed Dwelling Units</u>		
Row Houses	)	900)
	) 1,570	)
Two-story Flats	)	--) 1,400
	)	)
Two-Three Story Apts.	1,370	--)
Elevator Apts.	<u>2,125</u>	<u>1,400</u>
Total	5,065	2,300 - 2,800

GENERAL STATISTICS SOUTHWEST AREA

	<u>Area B</u>	<u>Area C</u>	<u>Area C-1</u>	<u>Other</u>	<u>Total</u>
Total Population	5,104	17,690	622	4,658	28,074
Race (% Negro)	97.5	59.2	98.9	60.0	67.1
Structures (substandard)	79.8%	76.0%	85.0%	25.0%	71.4%
Dwelling Units	1,370	4,316	200	896	6,782
Tenant Occupied	87.2%	81.6%	85.3%	91.8%	84.2%
Average Monthly Rent	\$29.78	\$39.55	\$31.24	\$39.88	\$36.43

STATISTICAL SUMMARY SOUTHWEST AREA

Based on 1950 Census and 1952 APHA Dwelling Unit Survey

	<u>Area B</u>	<u>Area C</u>	<u>Area C-1</u>	<u>Other</u>	<u>Total</u>
<u>Population</u>					
No. of Persons	5,104	17,690	622	4,658	28,074
% of Non-white	97.5	59.2	98.9	60.0	67.1
% of White	2.5	40.8	1.1	40.0	32.9
No. of Persons family	3.7	4.0	3.6	4.1	4.1
<u>Dwelling Units</u>					
Number	1,370	4,316	200	896	6,782
Sub-standard	79.8%	76%	85%	25%	71.4%
Rooms per Unit	4.0	4.3	3.2	4.9	4.2
Owner Occupied	12.8	18.4	14.7	8.2	15.8

SOUTHWEST URBAN RENEWAL PLANS FOR PROJECT AREA C

FINANCING

Prepared by D. C. Redevelopment Land Agency

March 1956

The Redevelopment Land Agency proposes to finance Southwest Urban Renewal Project C by means of Federal loans, Federal grants, public works related to the project but financed by other governmental agencies, donations of land and by proceeds from the lease or sale of cleared land.

Under Title I of the Housing Act of 1949, as amended, the Agency is authorized to borrow funds from the Housing and Home Finance Administrator to finance urban renewal projects. It is anticipated that about \$75,000,000 will be borrowed for Project C in addition to the \$750,000 already borrowed for planning and real estate appraisals. These loan funds are available to the Agency for expenditures in connection with the project, including land purchases, overhead and site improvements. The Agency may include street paving, high level sewer construction and other costs necessary to prepare the project site for reuse in accordance with the urban renewal plan. It may not include the cost of community facilities such as schools, fire houses, freeways, etc., although these may be used to help finance the project as will be explained later. Parks and playgrounds are eligible as site improvements.

leasing or selling land in the project for public or private use, by Federal grants which cannot be more than two times the local contribution to the project and by a local contribution from the District of Columbia Government or other agencies.

When land is leased, the Agency may borrow the capital value of the land leased for the purpose of retiring a portion of the original loan used to finance project expenditures. Proceeds from the sale of land can be used directly to retire the original loan. Federal grants are paid as the project progresses and are also applied directly to the reduction of the original loan.

The local contributions or "local grants-in-aid" may be in the form of (a) cash; (b) donations of land (except in closed streets), site improvements and demolition work; and (c) public facilities which in whole or in part directly serve and support the new uses in the project area. Cash can be applied directly to the original project loan. Local grants-in-aid in the second category would otherwise be included in direct project expenditures. Their donation, therefore, reduces the amount of expenditures to be made by the Agency for the project and correspondingly the amount of the loan required. Public facilities could not be directly financed by the Agency but may be considered for the purpose of computing the Federal grant. If a public facility serves both the project area and other areas, its cost may be apportioned accordingly.

Local grants-in-aid will be supplied from the donation of District of Columbia property in the project and public facilities financed as part of the District's public works program and the program of the District Engineer. Between \$4,000,000 and \$5,000,000 in existing but largely obsolescent facilities - schools, fire stations, etc. will be donated by the District Government to the project. The District further contemplates expending between \$25,000,000 and \$30,000,000 in the project area for public facilities including the southwest expressway, a new school, a fire and police station and similar facilities, a substantial portion of which will serve primarily the new uses in the project area. A portion of the cost of the development of the waterfront by the Corps of Engineers also appears to be eligible as a local grant-in-aid.

The financial estimates presented in this report demonstrate that the above method of financing is feasible.

FINANCING AND COST PLAN FOR PROJECT AREA C

Prepared by D. C. Redevelopment Land Agency

April 1956

Estimates of Gross and Net Project Costs:

Project expenditures (to be paid for by RLA)

1. Purchase of land	\$66,000,000
2. Administration, acquisition expenses, relocation, site clearance, interest and other project costs	6,000,000
3. Site improvements (see Table I)	<u>11,705,000</u>
TOTAL PROJECT EXPENDITURES	\$83,705,000
Add: Estimated Local Grants-in-Aid (see Table II)	24,536,000
GROSS PROJECT COST	108,241,000
Less: Re-use Value (of land in Project for new public and private uses)	<u>52,000,000</u>
NET PROJECT COST	\$56,241,000
Less: Estimated Local Grants-in-Aid	<u>24,536,000</u>
FEDERAL CAPITAL GRANT REQUESTED (Cannot exceed 2/3 of Net Project Cost)	<u><u>\$31,705,000</u></u>

TABLE 1SITE IMPROVEMENTS FOR PROJECT AREA C

Prepared by D. C. Redevelopment Land Agency

April 1956

	<u>Estimated Cost</u>
A. Pavement removal	\$ 230,000
B. Streets to be widened and/or repaved	4,460,000
C. Railroad bridge over widened 7th St.	280,000
D. Overlook area	552,000
E. Pedestrian overpass at M & 4th St.	40,000
F. 10th Street	2,400,000
G. D St. ramp to 10th St.	210,000
H. Sewers	828,000
I. Street and traffic lights -- Fire and Police alarm systems	990,000
J. Overpass of expressway at Canal St.	1,680,000
K. Relocation of water mains	<u>35,000</u>
Total	\$11,705,000

TABLE IILOCAL GRANTS-IN-AID FOR PROJECT AREA C

Prepared by D. C. Redevelopment Land Agency

April 1956

COMMUNITY FACILITIES(To be financed by D. C. but
creditable all or part to
D. C. share of project.)

	<u>Estimated Cost</u>	<u>Amt. Eligible for Inclusion in Gross Project Cost</u>
A. 9th and 11th St. approaches to Expressway	\$3,600,000	\$1,200,000
B. M St. underpass at South Capitol St.	800,000	640,000
C. Sewers		
1. Sanitary sewer system	1,735,000	1,735,000
2. Storm sewer system	765,000	765,000
D. Water supply	575,000	575,000
E. Amidon Elementary School		
1. Land	440,000	440,000
2. Improvements	825,000	900,000
F. A. J. Bowen School		
1. Land	80,250	38,520
2. Improvements	300,000	144,000
G. Fire and Police Station		
1. Land	387,600	387,600
2. Improvements	750,000	750,000
H. Branch Library		
1. Land	115,200	115,200
2. Improvements	375,000	375,000

<u>Community Facilities (Contd)</u>	<u>Estimated Cost</u>	<u>Amt. Eligible for Inclusion in Gross Project Cost</u>
I. Park Areas		
1. Land	\$2,225,915	\$2,225,915
2. Improvements	575,000	575,000
J. Waterfront improvements adjacent to Washington Channel	2,100,000	2,100,000
K. Southwest Expressway 4th to 14th St. bridge	15,000,000	5,000,000
M. Randall Recreation Center	893,000	392,920
N. Fire apparatus repair shop and station		
1. Land	212,842	53,210
2. Improvements	900,000	225,000
O. Syphax Elementary addition	269,400	80,730
P. Southwest Expressway E St. to Independence Ave.	2,000,000	670,000
LAND DONATIONS	<u>5,148,000</u>	<u>5,148,000</u>
Total Local Grants-in-Aid	\$40,071,907	\$24,536,095

QUALITY OF HOUSING IN PROJECT AREA C

D. C. Redevelopment Land Agency

March 1956

The District of Columbia Redevelopment Land Agency used the "Appraisal Technique for Measuring the Quality of Housing" of the American Public Health Association to determine the condition of dwellings in Project Area C south of the railroad tracks. This method is a widely accepted procedure available for determining housing quality. It is frequently used by health, housing and planning officials to make objective determinations of the condition of dwellings as the basis for the initiation of municipal projects. The survey was done on a one-third sample basis, using Tippet's Random Scale to select the dwellings to be surveyed. The housing characteristics report included in the appendix of the Redevelopment Plan for Project B aptly describe the results of this survey as they pertain to Project C south of the tracks

The area above the railroad tracks was surveyed by the Land Agency Staff with the following results:

Owner Occupied	21%
Tenant Occupied	77%
Vacant	2%
No. Units without baths	51%
No. Units without running water	19%
No. dilapidated units	70%

Comparison of these figures with those compiled for the area south of the tracks shows the two portions of the area to be substantially similar in housing quality. Nearly seventy percent of the dwellings in the entire area are substandard.

NUMBER OF FAMILIES IN PROJECT AREA C
ACCORDING TO SIZE AND MONTHLY INCOME

Prepared by Redevelopment Land Agency

March 1956

Monthly Income	Number of Persons per Household													13 or More	Total
	1	2	3	4	5	6	7	8	9	10	11	12			
\$ 0 - 49	45	39	11	10	2	5									112
50 - 99	39	55	29	27	10	8	1		1						170
100 - 149	18	75	37	55	39	13	3	1	4	1	1				247
150 - 199	52	130	39	63	45	27	25	1	6		2				390
200 - 249	57	117	78	99	52	83	13	2	3	3	1	1			509
250 - 299	26	138	85	104	78	39	10	2	7	9	8	6			512
300 - 349	2	70	112	98	84	76	42	12	10	2	10				518
350 - 399		48	42	84	94	56	70	20	20	10	3	2			449
400 - 449	1	56	70	49	42	42	41	18	12	2	4				337
450 - 499	3	14	14	84	29	28		15	17	6	1		1		212
500 - 549	1	28	56	89	11	7	23	9	10	3	3	3			243
550 - 599		9	14	21	28	14	5	2	3	8	3		4		111
600 - 649	1	11	3	29	42	21	7	1	2	14	8				139
650 - 699	1	1	9	16	14	14	1	1	5	2	2	1			67
700 & over		2	6	32	23	10	7		8		9		1		98
TOTAL	246	793	605	860	593	443	248	84	108	60	55	13	6		4114

SUMMARY OF RELOCATION PLANS FOR FAMILIES
TO BE DISPLACED FROM THE SOUTHWEST AREA

Prepared by the D. C. Redevelopment Land Agency

March 1956

Project Area B

As this summary was written all 1345 families originally estimated to live in Project Area B had been relocated. The actual door by door count of families, taken just before relocation began in late 1953, showed that the number of families had dwindled to 1260. Eighty-five families anticipating the proposed change had moved before the final certification of the redevelopment plan for the area.

The actual number of families relocated was 1041. Two-hundred-nineteen of the families who lived in the area at the time of the final pre-relocation count moved before the Land Agency acquired the dwellings in which they were living. This was so even though, in all printed and verbal messages to the families in the area, the people were asked not to move until the Agency had acquired their dwellings. The Agency is restricted to serving only those families occupying properties at the time of acquisition.

Of the 1041 families relocated none were evicted; 441 families were placed in public housing; 515 were placed in decent, safe and sanitary private housing; 47 voluntarily moved to substandard private housing and

have not availed themselves of the opportunity to live in decent, safe and sanitary housing offered by the Relocation Division; and 38 have moved to addresses unknown. Families in the latter two categories will be given priority in public housing (if otherwise eligible) if they apply within three years of their displacement.

Project Area C-1

Recent surveys show that 169 families presently occupy structures in Project Area C-1. Of this number 85 are apparently eligible for public housing and the remaining 84 will require private housing accommodations.

Reports on turnover in existing public housing show that approximately 530 families moved out during the past twelve months. Assuming that somewhere near this number of dwellings become vacant during the coming year, it can be assured that by using the priorities set forth in applicable legislative acts (Public Laws 592 and 181) eligible families from this area can be rehoused in six months. This can be done without infringing upon the priority rights of families who may be displaced by other government programs.

The results of a compilation of private housing vacancies listed by the Land Agency's Relocation Division during the past twelve months shows a list of more than one-thousand units of various sizes at rents ranging from \$40 to \$120 per month. Forty per cent of these vacancies

were at rents ranging from \$40 to \$80 per month. Most of these dwellings were for occupancy by non-white families. In addition, the most recent survey of vacancies in Section 608 rental units done by the Realty Section of the local FHA Office shows a vacancy ratio of 4.60 as of March, 1955 in the 48,632 units within the District of Columbia.

These reports show the complete feasibility for completing the rehousing of families requiring private accommodations within a six month period.

Project Area C

The number of families residing in Project Area C is estimated at 4,114 of whom 1,604 are white and 2,510 are non-white. Families apparently eligible for public housing number 2,142 leaving a total of 1,972 who will require private accommodations.

In addition to the turnover in existing public housing as mentioned under the above discussion of Project C-1, the National Capital Housing Authority is presently in process of developing a new 600 unit project in near Southeast Washington and another project of nearly 450 units in Southwest Washington. In addition, the Authority has just been given approval by the D. C. Board of Commissioners to construct five other public housing developments totalling nearly 1300 units. This aggregate of more than 2300 new public housing units to be built within the next

four years plus an additional 2000 moveouts in existing public housing should adequately provide for the rehousing of families from Projects C and C-1 as well as displacees from other government activities.

Assuming the continuation of private housing vacancies as noted above over the next four years, there will be sufficient decent, safe and sanitary dwellings to accommodate families requiring private housing.

Basic Relocation Policies and Procedures

The Relocation Division of the Land Agency will consider each family and its problems individually in planning the relocation of families from all the projects it undertakes. No families will be evicted except for non-payment of rent or failure to accept decent, safe and sanitary accommodations offered by the Relocation Staff. No families were evicted from Project Area B.

Temporary relocation will be used only when a dwelling becomes uninhabitable before a decent, safe and sanitary dwelling is available for the family or where the family requests such a move because of some actual or imagined danger such as extreme vandalism, etc. All such families must be permanently relocated before the responsibility of the Relocation Division has been fulfilled.

The Relocation Division is staffed with employees selected for

their understanding of and ability to work with low-income families. This staff is presently housed in a building immediately adjacent to Project Area B and it will be the Agency's policy to have relocation field offices within easy accessibility of families about to be displaced.

During the process of relocation as many of the social and health problems of families to be displaced as possible will be referred to appropriate social and health agencies for solution. This will be done in the belief that the solution of family problems before or immediately after relocation will help families adjust to their new and better environments.

Representatives of most of the social and health agencies of the city who worked so effectively with the Relocation Division during the rehousing of Project Area B families will be asked to continue to serve as an Advisory Committee. It is hoped that the Sub-Committee on Relocation of the Commissioners' Urban Renewal Operations Committee will continue to serve as a coordinating body to help achieve the best possible solutions to all relocation problems caused by government displacement in the city.

Present investigations of the feasibility of establishing a Central Relocation Service for all families displaced by government programs in the city should result in an adequate solution to the over-all problem.

NATIONAL CAPITAL PLANNING COMMISSION
SPECIFICATIONS
OF THE
URBAN RENEWAL PLAN
FOR
SOUTHWEST URBAN RENEWAL PROJECT AREA C
April 5, 1956

1 In accordance with the provisions of Sec 6(b) (2) of the D. C.
2 Redevelopment Act of 1945, P. L. 592 (79th Congress), as amended,
3 the Urban Renewal Plan for the undertaking of Southwest Urban Re-
4 newal Project Area C consists of the following: (1) Land Use Plan
5 for Project Area C, NCPC File No. 24-479, (2) Site Development
6 Plan for Project Area C, NCPC File No. 24-480, and (3) Specifi-
7 cations for Project Area C; all dated April 5, 1956.

8 DESCRIPTION OF THE BOUNDARIES OF PROJECT AREA C

9 Beginning for the same at the intersection of the west line of
10 12th Street with the north line of Independence Avenue; and running
11 thence along said north line of Independence Avenue due east to the
12 northeasterly line of Canal Street (240 feet wide); thence along the
13 said northeasterly line of Canal Street southeasterly to the north
14 line of D Street; thence along said north line of D Street due east to
15 the east line of South Capitol Street; thence along the said east line

1 of South Capitol Street due south to the southwesterly line of the
2 right-of-way of the P. B. & W. Railroad; thence along said south-
3 westerly line of said railroad right-of-way northwesterly to the center
4 line of E Street; thence along said center line of E Street due west to
5 the center line of 4th Street; thence along the said center line of 4th
6 Street due south to the center line of G Street; thence along the said
7 center line of G Street due west 254.94 feet to the northerly prolonga-
8 tion of the west line of Lot 43, Square 497; thence along the westerly
9 line of said Lot 43 and the northerly prolongation thereof due south to
10 the south line of said Lot 43; thence along the said south line of Lot 43
11 due east 12.24 feet; thence due south 80.33 feet to the north line of
12 Lot 804, Square 497; thence along the said north line of Lot 804 due
13 west 17.30 feet to the west line of said Lot 804; thence along the said
14 west line of Lot 804 and a prolongation thereof due south 162.33 feet
15 to the center line of H Street (80 feet wide); thence along the said
16 center line of H Street due east 137.24 feet; thence due north 70.56
17 feet to the south line of Lot 70, Square 497; thence along the south
18 line of Lots 70 and 847 due west 26.24 feet to the west line of said
19 Lot 847; thence along the said west line of Lot 847 due north 15.27
20 feet to the north line of said Lot 847; thence along the said north line
21 of Lots 847 and 70 and the prolongation thereof due east 149 feet to
22 the center line of 4th Street (110 feet wide); thence along the said

1 center line of 4th Street due south to the center line of Eye Street;
2 thence along the said center line of Eye Street due east to the east
3 line of 3d Street; thence along said east line of 3d Street due south
4 to a point 100 feet north of the north line of M Street (90 feet wide);
5 thence due east 48.58 feet; thence due south to the south line of M
6 Street (90 feet wide); thence along the said south line of M Street
7 due east to the easterly line of Delaware Avenue; thence along the
8 said easterly line of Delaware Avenue southwesterly to the northerly
9 line of N Street; thence along the said northerly line of N Street due
10 east to the westerly line of Canal Street (240 feet wide); thence along
11 the said westerly line of Canal Street northeasterly to the south line
12 of M Street (90 feet wide); thence with said south line of M Street due
13 east to the east line of South Capitol Street; thence along the said east
14 line of South Capitol Street due south 72 feet; thence due west 204.58
15 feet; thence due north 11.926 feet; thence due west 312.58 feet to the
16 center line of Half Street; thence along the said center line of Half
17 Street due north 40.074 feet; thence due west 327.45 feet to the
18 easterly line of Canal Street (240 feet wide); thence along the said
19 easterly line of Canal Street southwesterly to the south line of P
20 Street; thence along the said south line of P Street due west to the
21 bulkhead line of the Washington Channel; thence northwesterly along
22 the said bulkhead line to the southeasterly line of the right-of-way

1 of the Pennsylvania Railroad; thence northeasterly along the said
2 right-of-way of the Pennsylvania Railroad to the southerly prolonga-
3 tion of the west line of 14th Street; thence due north along the said
4 west line of 14th Street and the prolongation thereof to the north
5 line of D Street; thence along the said north line of D Street due east
6 to the west line of 12th Street; thence along the said west line of 12th
7 Street due north to the north line of Independence Avenue and the
8 point of beginning.

9 DEFINITIONS

10 The following terms, whenever used or referred to in this
11 Urban Renewal Plan, shall, for the purposes of this Urban Renewal
12 Plan and unless a different intent clearly appears from the context,
13 be construed as follows:

- 14 1. "Agency" shall mean the District of Columbia
15 Redevelopment Land Agency.
- 16 2. "Apartment house" shall mean a building in which
17 there are three or more apartments.
- 18 3. "Commission" shall mean the National Capital
19 Planning Commission.
- 20 4. "First commercial use" shall mean a use permitted
21 in the first commercial district as provided in the
22 Zoning Regulations, except residential uses.

- 1 5. "Flat" shall mean a building in which there are
2 two apartments.
- 3 6. "Project Area" shall mean the Southwest Urban
4 Renewal Project Area C.
- 5 7. "Redevelopment Act" shall mean the D. C. Redevelop-
6 ment Act of 1945, approved August 2, 1946, as amended
7 (P. L. 592, 79th Congress).
- 8 8. "Residential use" shall mean a use permitted in
9 residential districts as provided in the Zoning Regulations.
- 10 9. "Row house" shall mean a dwelling, the walls of two sides
11 of which are party or lot line walls, or the end unit of a
12 group of such dwellings.
- 13 10. "Second commercial use" shall mean a use permitted in
14 the second commercial district as provided in the Zoning
15 Regulations, except residential uses.
- 16 11. "Urban Renewal Company" shall mean "Redevelopment
17 Company" as defined in Section 3(o) P. L. 592 (79th Congress).
- 18 12. "Urban Renewal Plan" shall mean the Land Use Plan for
19 Project Area C, Site Development Plan for Project Area C,
20 and these Specifications.
- 21 13. "Zoning Regulations" shall mean the Zoning Regulations of
22 the District of Columbia, exclusive of the maps, in effect

1 at the time of the adoption of this Urban Renewal Plan
2 by the National Capital Planning Commission.

3 PURPOSE

4 This Urban Renewal Plan has been prepared to enable the Agency
5 to exercise the power granted to it under the Redevelopment Act. The
6 undertaking of the Urban Renewal Project shall be in accordance with
7 the Urban Renewal Plan. The purpose of the Urban Renewal Plan is
8 to secure, on the one hand, the elimination of the present slum and
9 blighted conditions prevailing in the Project Area, and, on the other,
10 the redevelopment of the Project Area for the uses established by the
11 Urban Renewal Plan.

12 The Urban Renewal Plan is the basic guide and enabling document
13 for agreements and covenants between the Agency and (1) any Urban
14 Renewal Company or companies or any individual or partnership
15 authorized to undertake the redevelopment of any part or all of the
16 Project Area, and (2) any agency of the Federal or District of
17 Columbia Governments whose participation is required to carry out
18 any portion of said plan.

19 RELATIONSHIP TO LOCAL OBJECTIVES

20 The Urban Renewal Plan for the Project Area is designed to
21 carry out a portion of The Comprehensive Plan for the National
22 Capital as published in 1950, and as subsequently amended or

1 detailed. The principal local objectives of the Comprehensive Plan
2 which are met in the Urban Renewal Plan for the Project Area are:

3 1. To re-establish Southwest Washington as a major physical
4 and economic asset to the city of Washington, appropriate to the
5 National Capital.

6 2. To continue in the Project Area residential neighborhoods
7 near the central business district and within walking distance of
8 nearby government offices and establishments, and to provide oppor-
9 tunities for owner occupancy of individual residential units.

10 3. To provide suitable locations and good environment for a
11 cross-section of housing types and accommodations needed and market-
12 able in the District.

13 4. to create well-planned, cohesive neighborhood units which
14 will eliminate slum and alley dwellings and which can be maintained
15 against blight and deterioration.

16 5. To provide adequate sites for schools, parks, recreation
17 areas and other public uses,

18 6. To allocate land in the Project Area for the Southwest
19 Expressway.

20 7. To provide for major thoroughfares of city-wide importance
21 in accordance with the Comprehensive Plan, and for an internal
22 street system permitting good local traffic distribution and yet

1 discouraging through traffic on residential streets.

2 8. To provide a new and more agreeable entrance to the
3 Southwest along Tenth Street, and to give the waterfront area a
4 more direct connection with the Mall, government buildings and the
5 central business district.

6 9. To provide sites for Federal office buildings within the
7 Southwest section of the District of Columbia to replace temporary
8 government office buildings in accordance with "An Act to Amend
9 the Public Building Purchase Contract Act of 1954" (P. L. 150, 84th
10 Congress), approved July 12, 1955.

11 10. To provide sites for major public buildings and museums
12 along the south side of Independence Avenue in general accord with
13 the Commission's Plan for the Development of the Central Area.

14 11. To provide a modern town center as a focus for the sur-
15 rounding residential neighborhoods with essential commercial and
16 community facilities including off-street parking, parks and sites
17 for churches.

18 12. To provide a site for a cultural, scientific, and communi-
19 cations center in the National Capital.

20 13. To develop the waterfront within the Project Area shore-
21 ward of the approved bulkhead line for service to the marinas, for
22 community recreational facilities, for access and service to pier

1 structures, and to correlate such development with the Corps of
2 Engineers' approved plan for small boat basins and piers in the
3 Washington Channel.

4 14. To provide areas for limited second commercial uses
5 appropriate to the strategic location of the Project Area.

6 15. To preserve significant historic structures wherever possible.

7 16. To provide maximum opportunity for development by private
8 enterprise.

9 GENERAL REQUIREMENTS

10 1. Every urban renewal company, individual and partnership
11 carrying out this Urban Renewal Plan shall comply with all applicable
12 laws, rules, regulations and requirements of the District of Columbia
13 and Federal Government, as the same may be amended from time to
14 time, except such provisions of such rules, regulations and require-
15 ments as conflict with this Plan. Every urban renewal company,
16 individual and partnership carrying out this Urban Renewal Plan
17 shall also comply with all provisions of the Zoning Regulations in
18 effect on the date of the adoption of this Plan, as modified by specific
19 provisions of this Plan.

20 2. Structures to be erected in the vicinity of the waterfront
21 on lands subject to inundation by floods from the Potomac and
22 Anacostia Rivers shall be so designed and used as to minimize

1 damage due to flooding.

2 3. The land use allocations designated on the Land Use Plan
3 shall be approximately as follows:

4		<u>Acres</u>	<u>Percent</u>
5	Residential -- Total	65.6	14.8
6	Row Houses, Flats and		
7	2 to 3-story Apartments	48.7	11.0
8	Elevator Apartment Houses	16.9	3.8
9	Limited First Commercial -- Total	39.4	9.0
10	Town Center	13.7	3.1
11	Waterfront	6.0	1.4
12	Plaza	19.7	4.5
13	Limited Second Commercial--Total	25.3	5.7
14	Railroad -- Total	4.4	1.0
15	Public and Semi-Public -- Total	95.0	21.5
16	Schools and Recreation	19.4	4.4
17	Parks	14.6	3.3
18	Public Community Uses	2.3	0.5
19	Public Building Sites	51.4	11.6
20	Churches, Community Houses,		
21	Institutions	7.3	1.7

	<u>Acres</u>	<u>Percent</u>
Public Thoroughfares -- Total	211.9	48.0
Expressway	51.4	11.6
Streets	160.5	36.4
GRAND TOTAL .	441.6	100.0

The foregoing allocations are the basis for the calculations set forth elsewhere in the Urban Renewal Plan relating to the type and number of dwelling units.

REQUIREMENTS OF THE PLAN RELATING TO

PRIVATE DEVELOPMENT OR USE

1. RESIDENTIAL USE: All areas designated on the Land Use Plan for residential use shall be subject to the provisions of the residential 60-foot "B" area district of the Zoning Regulations, except that in areas designated on such Plan for elevator apartments (with an allowable maximum density of 87 dwelling units per net acre), buildings may be erected to any height not to exceed 90 feet nor more than 8 stories in height as permitted under the terms of Paragraph 12, Section XIII of the Zoning Regulations, but provided that all yard and court requirements of the "B" area district and the coverage requirements of these Specifications are met and complied with.

A. Type: The Urban Renewal Plan provides for approximately 2300 to 2800 dwelling units to be distributed as follows:

1 Not to exceed 1400 dwelling units in the areas designated for
2 elevator apartments on the Land Use Plan.

3 The remaining dwelling units shall be in buildings not more
4 than 3 stories in height. At least 40 percent of such remaining
5 dwelling units shall be in row houses or flats.

6 B. Density Requirements: The maximum net density (dwelling
7 units per net acre) for each dwelling type shall be:

8	(1) <u>Type of Dwelling</u>	<u>Dwelling Units per Net Acre</u>
9	Row House	25
10	Flat	40
11	2-3 Story Apartment	43.5
12	Elevator Apartments	87

13 (2) Basis for Density Computations:

14 a. For each row-house, flat and 2 to 3-story apartment
15 house, density shall be computed on the basis of the area of the lot
16 on which located; except that where an area surrounded but not
17 crossed by public streets is planned for row houses with a common
18 open space for light, air and recreation, density may be computed
19 on the basis of the combined area of lots occupied by such row
20 houses and of the area of the common open space. For such ex-
21 ception a density of 30 dwelling units per net acre shall be per-
22 mitted, provided that no single lot exclusive of the common open

1 space shall be less than 1000 square feet in area, and provided
2 further that access to and use of the common open space for all
3 dwelling units included in such computation shall be provided through
4 appropriate legal instruments.

5 b. For groups of single-family dwellings, apartment houses
6 or flats or a combination thereof developed under Paragraph 12,
7 Section XIX of the Zoning Regulations, density shall be computed
8 on the basis of the area of the lot on which located. When two or
9 more groups are located on contiguous lots the computation may be
10 made on the basis of the combined lot areas of the groups, using the
11 density requirements of each type comprising the group; provided,
12 however, that the density on any one lot shall not exceed by more
13 than 10 percent the density requirement applicable to that lot as set
14 forth in these Specifications.

15 c. For elevator apartments, density shall be computed on
16 the basis of the area of the lot on which located. Two or more ele-
17 vator apartment houses on contiguous lots may be grouped together
18 for such computation, provided that the maximum density for any
19 one lot shall not exceed by more than 10 percent the requirement
20 set forth in these Specifications.

21 d. The net density area under the terms of these paragraphs
22 shall include, when applicable, the increase in assumed lot size as

specifically set forth under the provisions of Paragraph 2, Section XIX of the Zoning Regulations.

C. Coverage Requirements: The coverage by types of dwellings shall not exceed the following:

(1) <u>Type of Dwelling</u>	<u>Percent of Coverage</u>
Row House	30
Flat	35
2-3 Story Apartment	35
Elevator Apartment	30

(2) Basis for Coverage Computation:

a. For each row-house, flat and 2 to 3-story apartment house, the coverage shall be computed on the basis of the area of the lot on which located; except that where an area surrounded but not crossed by public streets is planned for row-houses with a common open space for light, air and recreation, coverage may be computed on the basis of the combined area of lots occupied by such row-houses and of the area of the common open space. For such exception, a coverage of 40 percent may be permitted. Access to and use of the common open space for all dwelling units included in such computation shall be provided through appropriate legal instruments.

b. For groups of single-family dwellings, apartment houses or flats or a combination thereof developed under Paragraph 12,

1 Section XIX of the Zoning Regulations, coverage shall be computed
2 on the basis of the area of the lot on which located. When two or
3 more groups are located on contiguous lots the computation may be
4 made on the basis of the combined lot areas of the groups, using the
5 coverage requirements of each type comprising the group; provided,
6 however, that the coverage on any one lot shall not exceed by more
7 than 10 percent the coverage requirement applicable to that lot as set
8 forth in these Specifications.

9 c. For elevator apartments, coverage shall be computed
10 on the basis of the area of the lot on which located. Two or more
11 elevator apartment houses on contiguous lots may be grouped to-
12 gether for such computation provided that the maximum coverage
13 for any one lot shall not exceed by more than 10 percent the require-
14 ment set forth in these Specifications.

15 d. The net coverage area under the terms of these para-
16 graphs shall include when applicable, the increase in assumed lot
17 size as specifically set forth under the provisions of Paragraph 2,
18 Section XIX of the Zoning Regulations.

19 D. Parking: Minimum off-street parking area for motor
20 driven vehicles shall be provided as required under Section XIV(c)
21 of the Zoning Regulations except that all parking spaces shall be sur-
22 faced and one parking space shall be required for each two dwelling

1 units in apartment houses.

2 E. Play Space: Play space for pre-school age children,
3 equivalent to 40 square feet per dwelling unit, shall be provided in
4 connection with any 2 or 3-story apartment house; and 20 square
5 feet per dwelling unit in connection with elevator apartment houses.
6 Such space shall be part of the lot on which the apartment house is
7 located, but a common play space serving buildings on contiguous
8 lots may be provided.

9 F. Protective features along Expressway: Appropriate
10 fencing, walls, screen planting, accessory structures or uses shall
11 be provided on the property between any residential building and the
12 expressway. No residential structure shall be located closer than
13 40 feet from a right-of-way line of the Southwest Expressway, in-
14 cluding the right-of-way of any interchange roadway of the Southwest
15 Expressway.

16 G. Preservation of Certain Private Structures: The Agency
17 may permit certain structures to remain provided they have signifi-
18 cant historical or community value, and that such structures conform
19 to the uses prescribed by the Urban Renewal Plan and are properly
20 maintained. Agreements shall provide that the use of the structure
21 may not be changed or altered without specific consent of the Agency.

1 2. LIMITED FIRST COMMERCIAL: All areas designated on the
2 Land Use Plan for Limited First Commercial use shall be subject
3 to the provisions of the First Commercial 60-foot "C" area district
4 of the Zoning Regulations modified or limited as follows:

5 A. Town Center:

6 (1) Use: In this area all buildings and premises may be
7 used for any use permitted in the First Commercial District except
8 the following:

9 a. Department stores, but permitting variety stores
10 and general dry goods stores.

11 b. Dwelling units, but permitting those necessary for
12 custodial purposes.

13 c. General office buildings, but permitting offices
14 for occupancy by professional and other services serving the South-
15 west area.

16 (2) Parking: Off-street parking area shall be provided
17 in the ratio of a minimum of two (2) square feet of parking area to
18 each square foot of retail sales or service area exclusive of auto-
19 mobile service stations.

20 (3) Loading: Off-street loading and unloading space
21 shall be provided in addition to parking area.

22 (4) Access: Provision shall be made for vehicular and

1 pedestrian access and movement between the elements of the Town
2 Center and to and from these elements and all abutting streets.

3 B. Waterfront:

4 (1) Use: Land in this area shall be retained in public
5 ownership but may be leased by the Agency for the construction and
6 development of private commercial uses. Such uses shall be re-
7 stricted to restaurants, marine stores and other retail and service
8 establishments related to waterfront activities and permitted in a
9 First Commercial District.

10 (2) Building Intensity: Buildings along the waterfront
11 shall be designed and located so as to permit optimum visibility of
12 the waterfront and adequate public access to the waterfront facilities
13 from Maine Avenue. The sum of the lengths of buildings to be con-
14 structed in the waterfront commercial area shall not exceed 1000
15 feet, a distance equal to approximately fifty (50) percent of the water-
16 front commercial area as measured along the bulkhead line. No
17 building shall be longer in its maximum dimension than 400 feet, nor
18 shall there be less than 100 feet between buildings. No such building
19 shall be more than thirty (30) feet in height.

20 (3) Parking: Off-street parking area shall be provided
21 in the ratio of one and one-half (1-1/2) square feet of parking area to

1 each square foot of retail sales or service area. For users of
2 the boating facilities, there shall be provided in addition parking
3 area for not less than 200 motor driven vehicles.

4 (4) Loading: Off-street loading and unloading space
5 shall be provided in addition to parking area.

6 (5) Access: Provisions shall be made for vehicular and
7 pedestrian access and movement among the elements of the waterfront
8 Limited Commercial Area and between Maine Avenue, the parking
9 area and the 30-foot public street along the bulkhead line.

10 C. Plaza:

11 (1) Use: The area located generally between 10th, D
12 and 6th Streets and the Southwest Expressway shall be developed as
13 a plaza to provide special cultural, entertainment, communications
14 and tourist facilities and uses appropriate to the National Capital.
15 Uses within the Plaza may be either public, semi-public, or of a
16 limited commercial nature or a combination thereof. These uses
17 may include auditoria, convention halls, broadcasting studios, exhi-
18 bition halls, public information centers, museums, professional
19 schools, and other uses similar to, compatible with, or necessary
20 to serve the above. Such other uses may include those permitted
21 in a first commercial district except department stores, dwelling
22 units (except in hotels or for custodial purposes), general clothing

1 stores, general retail food stores and gasoline service stations.

2 (2) Parking: Off-street parking area to serve the uses
3 within the Plaza and to meet general off-street parking needs shall
4 be provided for not less than 2000 motor driven vehicles.

5 (3) Loading: Off-street loading and unloading space for
6 buildings in the Plaza shall be provided so far as possible separated
7 from parking areas and roadways provided for the general public use.

8 (4) Access: The Plaza may be constructed at a level above
9 Seventh and Ninth Streets and D and E Streets provided that a ver-
10 tical clearance of at least 14-1/2 feet from the crown of the road-
11 way is maintained. Seventh, Ninth and Tenth Streets may be per-
12 mitted to overpass the Southwest Expressway provided that a
13 vertical clearance of at least 14-1/2 feet from the crown of the
14 roadway is maintained.

15 (5) Connections with Tenth Street: Connections between
16 Tenth Street and the Plaza shall be provided.

17 3. LIMITED SECOND COMMERCIAL: All areas designated
18 on the Land Use Plan for Limited Second Commercial use shall be
19 subject to the provisions of the Second Commercial 60-foot "C"
20 area district of the Zoning Regulations except that the following uses
21 shall not be permitted: blacksmith or horseshoeing establishments;
22 carting, express, hauling or storage yards, contractor's plant or

1 storage yards; cooperage, fuel yards; public stables or riding
2 academies; stone yards, storage or baling of scrap, paper, rags,
3 or junk; storage of abandoned motor vehicles, building materials
4 or other debris; and crematories.

5 Provision shall be made for off-street loading and unloading
6 for the specific type of building and use proposed. In determining
7 the adequacy of the parking space required, the Agency shall con-
8 sider the number of employees, customer characteristics and the
9 availability of nearby parking space for general public use, and shall
10 submit such requirements for approval by the Commissioners of the
11 District of Columbia.

12 REQUIREMENTS OF THE PLAN RELATING TO PUBLIC SPACES

13 1. GENERAL: The title and jurisdiction of all publicly-owned
14 areas shall remain unaffected except where a change in use may re-
15 quire a change in title or jurisdiction.

16 2. NEW STREETS, ALLEYS, EASEMENTS AND EXPRESSWAY:

17 A. Locations: The locations of streets and alleys, ease-
18 ments and the reservation for the Southwest Expressway, unless
19 specifically dimensioned, are intended to coincide with or be an ex-
20 tension of existing locations and alignments. When locations are not
21 definitely so fixed or determined, the Commissioners of the District
22 of Columbia shall make such determination consistent with the intent

1 and purpose of the plan.

2 B. Covenants: The required width or extent of any ease-
3 ment shown upon the Site Development Plan shall be determined by
4 the Commissioners of the District of Columbia in accordance with
5 actual need. All easements to be retained or newly provided shall
6 be established by covenants running with the land which shall be
7 made a part of the land records of the District of Columbia and shall
8 be designated on a plat acceptable to the Commissioners of the Dis-
9 trict of Columbia. Wherever the Urban Renewal Plan requires the
10 maintenance of an easement for the purpose of access to existing or
11 proposed public or private utilities, the use of the property subject
12 to the easement shall be governed by conditions or regulations ap-
13 proved by the Commissioners of the District of Columbia providing
14 for the maintenance, repair and operation of such utilities or ser-
15 vices. Any area subject to an easement may be used for motor
16 vehicle parking space, or play space.

17 C. Minor Streets and Alleys: Minor streets, public alleys,
18 easements or rights-of-way not shown on the Urban Renewal Plan
19 but not inconsistent with the general intent and purpose of the plan
20 shall be established in accordance with law, regulations and require-
21 ments.

22 D. Access to Expressway: There shall be no access to
23 the Expressway from abutting private property.

1 3. SPECIAL PROVISIONS PERTAINING TO TENTH STREET
2 AND PLAZA AREA.

3 A. Tenth Street: Tenth Street shall be developed appro-
4 priate to its planned purpose of being the principal entrance to the
5 Southwest Area. It shall be designed and improved so as to provide
6 access to and from the Plaza as well as to portions of Southwest
7 Washington south of the Expressway in the vicinity of the Overlook.

8 Where Tenth Street crosses Maryland Avenue and the part thereof
9 that is occupied by the railroad, the entire 160-foot width of Maryland
10 Avenue established on the original plan of the city, shall be maintained
11 as an open space to provide for a vista towards the Capitol and to the
12 Jefferson Memorial. Within such open space and its rectangular ex-
13 tension, as shown on the Site Development Plan, no building shall be
14 erected, nor shall any improvements or landscape treatment be per-
15 mitted which will obstruct the vista.

16 B. Plaza: Wherever the Land Use Plan and the Site Develop-
17 ment Plan indicate or permit a separation of grade, a vertical clear-
18 ance of at least 14-1/2 feet from the crown of the roadway shall be
19 provided and maintained, and the full width of the indicated street
20 shall be spanned and kept free of encroachment by private uses above
21 and below the deck of the Plaza structure, unless authorized by legis-
22 lation.

1 4. PUBLIC BUILDINGS: Within each area designated on the
2 Land Use Plan as a "Public Building Site" any Federal public build-
3 ing development shall be subject to the provisions of the National
4 Capital Planning Act of 1952 and Section 16 of the Act of June 20,
5 1938, providing for the zoning of the District of Columbia and to any
6 requirements established thereunder. Similarly, any building con-
7 structed within the Project Area under the Lease-Purchase Act,
8 approved July 2, 1954 (Public Law 519, 83d Congress), shall be
9 subject to the provisions of the foregoing legislation and to any re-
10 requirements established thereunder.

11 In the case of public buildings constructed along Tenth Street
12 by the General Services Administration under the Lease-Purchase
13 Act or otherwise, or by any other public agency, access shall be
14 provided from Tenth Street and also from such other abutting streets
15 as may be required and approved by the National Capital Planning
16 Commission.

17 5. PARKS: Areas shown as parks on the Land Use Plan, and
18 portions of the terminal area of Tenth Street at the Southwest Express-
19 way and G Street which are not required to provide connecting road-
20 ways to G Street, Maine Avenue and the Southwest Expressway,
21 shall be transferred to the National Park Service for development
22 and maintenance as park area.

1 COVENANTS AND CONDITIONS OF THE LEASE OR SALE
2 OF LAND IN THE PROJECT AREA

3 In addition to such other terms and conditions as the Agency
4 shall deem advisable, the Agency will include in the instruments
5 of lease or sale of land in the Project Area conditions or provisions
6 to effect the following general objectives:

7 1. That the use of land in the Project Area shall conform to the
8 Urban Renewal Plan as provided in Section 7(d) of the D. C. Re-
9 development Act of 1945, as amended.

10 2. That the purchaser or lessee of land in the Project Area
11 begin and complete the building of improvements within a reason-
12 able time.

13 3. That there be appropriate covenants running with the land
14 with respect to the prohibition of restrictions upon the sale, lease,
15 or occupancy of any land or real property in the Project Area on
16 the basis of race, color or creed.

17 4. That in order to prevent speculation in land sold for re-
18 development or in leaseholds, the sale or lease of land shall be
19 conditioned by obligations on the part of the purchaser or lessee to
20 carry out and to conform to the Urban Renewal Plan.

21 5. That land in the Project Area be used and maintained in
22 a manner to prevent a recurrence of slums and blight or as would not

1 disadvantage the general neighborhood or otherwise impair the
2 objectives of the Urban Renewal Plan.

3 CHANGES OR ADDITIONS TO THE URBAN RENEWAL PLAN

4 The Urban Renewal Plan may not be changed or modified except
5 in accordance with the procedure outlined in Sec. 12 of Public Law
6 592, "Modifications of Redevelopment Plans,"

7 PERIOD OF URBAN RENEWAL PLAN

8 This Urban Renewal Plan shall remain in force and effect for a
9 period of 40 years from the date of its approval by the Commissioners
10 of the District of Columbia.

Adopted by the National Capital Planning Commission

Harland Bartholomew On April 5, 1956

Approved by the Board of Commissioners of the District of Columbia

_____ On _____

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